Spring Number & Buyers' Guide

THE MOTOR CYCLE

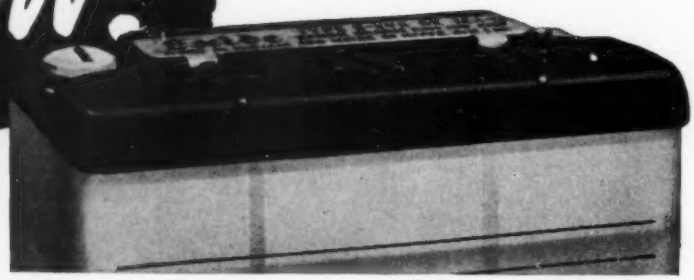
FOUNDED 1903 LARGEST NET SALE IN THE WORLD

MAR 25 1958

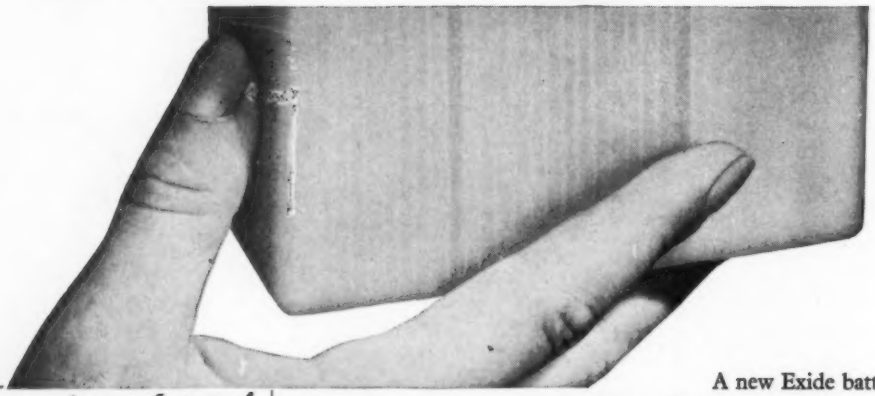
...d for the Triumph all colour catalogue which includes full details ...the Tiger Cub and other Triumph models from 200 c.c. to 650 c.c.

TRIUMPH ENGINEERING CO. LTD., MERIDEN WORKS, ALLESLEY, COVENTRY.

new!



fly-weight!



A new Exide battery—expressly designed and made for scooter service! Lighter but very strong—less bulk but higher electrical capacity . . . all the long life and reliability that the name Exide implies, plus new features of solid, practical value. Tough, translucent polystyrene case through which you can *see* the acid level. Porvic separation to insulate the plates and cushion them against vibration and shock. No lid to remove and replace—flush-fitting filler plugs—sunken terminals—*nothing* projecting anywhere! It's at your dealer's now—the grey-white battery with the red and black top—the ruggedest but lightest scooter battery yet made!

see-at-a-glance!

How easy now to top up correctly. Trickle in the distilled water and see the acid level rise to the deadline on the case. You can't go wrong!

Silver Exide

range for scooters, three-wheelers and lightweight motor cycles

SLI.244D

A product of Chloride Batteries Limited

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LADIES' COATS	Cash	Deposit	6 monthly
Nonbella	£3 19 6		
Viscount	£5 18 11	20/-	19/2
Duplex	£6 14 6	20/-	22/1
GENT'S COATS			
Viscount	£5 18 11	20/-	19/2
Duplex	£6 14 6	20/-	22/1
Premier	£6 15 0	20/-	22/1
Valiant	£6 17 6	20/-	23/-
Ironhyde	£6 17 6	20/-	23/-
Ironhyde detach. lining	£7 15 0	20/-	25/11
Challenger	£7 7 0	20/-	24/6
Meteor	£10 10 10	20/-	36/5
Supersenia	£10 15 0	20/-	37/5

BELSTAFF OR ARMADRAKE. CASH OR "EASYPAY"

LADIES' SUITS	Cash	Deposit	6 monthly
Scooterjak	£4 6 6		
Lincoln	£4 19 11	20/-	15/4
Speed Queen	£5 6 6	20/-	16/9
Black Prince	£6 12 6	20/-	21/6
Ace fur lined	£8 15 0	20/-	29/9
GENT'S SUITS			
Plasticon	£3 15 0	20/-	
Continental	£4 19 6	20/-	15/4
Iron Duke	£6 10 0	20/-	21/1
Black Prince	£6 12 6	20/-	21/6
Ace fur lined	£8 15 0	20/-	29/9
Black Panther	£8 19 6	20/-	30/8
Iron Duke, quilted	£9 5 0	20/-	31/8
Black Prince fur lined	£10 2 6	20/-	34/11

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Made to measure in top quality hides. Padded shoulders, thighs, etc. Send for self measurement form.

	Cash	Deposit	8 monthly
2-piece leather	£22 10 0	66/-	56/5
2-piece horsehide	£29 15 0	120/-	69/9
1-piece leather	£23 15 0	69/-	59/8
1-piece horsehide	£30 17 0	124/-	72/10

"EASYPAY" EXAMPLE

Black Prince Suit	£6	12	6
Waddington Gauntlet	£3	7	6
Stenger Helmet	£2	15	0
Mark VIII Goggles	£1	5	0
TOTAL	£14	0	0

20/- Deposit. 6 monthly at 49/10. SEND US YOUR ENQUIRY NOW!

EXPERT REPAIR SERVICE

All work done in re-designed works by fully experienced mechanics.

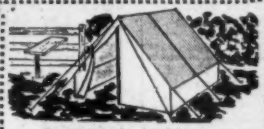
8-HOUR SERVICE

Brakes relined 1/3 per shoe, plus linings. Cylinders rebored 12/6, plus piston cost. Big ends fitted 20/- plus cost big end.

48-HOUR SERVICE

Example B.S.A., C10 and C11, Rebore, supply and fit new piston, new valves and guides, new gaskets, clean and adjust carburettor and contact points, total charge **£5.10.0**

All repairs undertaken, enquiries invited. Insurance claims handled.



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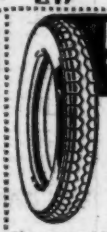


NEW TYRES 10/- DEPOSIT

AVON, DUNLOP, MICHELIN, GOODYEAR, FIRESTONE

All sizes supplied

350×8	53/6	3.25×18	82/-
250×19	62/6	4.00×8	69/-
275×19	68/-	3.25×19	85/6
300×19	77/6	3.35×20	86/-
300×20	78/-	3.50×19	99/-
300×21	78/-	Post & Pkg. 3/6	

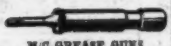
10/- secures delivery. Tubes can be included in easy-pay orders. Send for order form.

MOTOR-CYCLE SPOT-LAMPS

Chromium

4in. front	30/-
5in. front	38/6

Post & Pkg. 1/6



M/C GREASE GUNS

Post 9d. Jagrose 5/6. Tecalemit 7/9. Special for Lambretta 15/6

HOOD or W/SCREEN APRON CLOTH

52in. Black Leatherette. Per yard 14/6
60in. Black Twill, double texture. Per yard 17/6
Post 1/6

SPONGE RUBBER

6×12in.	4/-
12×12in.	7/6
24×12in.	15/-

Post 1/6.

SPECIAL OFFER NEW MOTORCYCLES! 1957 B.S.A.

B.31 £229/10/10 reduced to £206/10/10
B33 £239/12/1 reduced to £215/12/1

PERSPEX WINDSHIELDS

LONDON'S FINEST SELECTION

Jagrose Std.	25/-
Jagrose Giant	39/6
For Quickly Flamingo for Mopeds	49/9
Monsoon Bantam	42/6
Phoenix Major	43/-
Phoenix Univ.	53/-
Clearvue	64/-
Phoenix Telefork	69/9
Conquest	72/6
Rapier	81/6
Unicorn	99/6
Golden Eagle	83/-
Phoenix Royal	107/-
Royal Twin	112/6

CASH or EASY PAYMENTS Post & Pkg. 2/6

AVON FAIRINGS

FROM STOCK

Lightweight Droopy	£7 15 0
Standard or Droopy Snoot	£8 6 11
Special for Vincent	£8 17 6
Extra large A.A. model	£9 9 0
Midland Fairings	£8 9 6
Streamliner	£39 17 6

Cash or Easy-Pay Terms. Send for order form. Pkg. & Carr. 10/6

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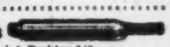


Post & Packing 1/6

1½in. chrome	11/9
All sizes ex. heavy	17/9
Suitable for Triumph	23/9
Megaphone shape	19/9

GOGGLES

Post 1/-

Vista	8/6
Vistamin	12/6
Mark VIII	25/-
Meyrowitz Luxor	12/50/-
Luxor 14 to oculists' prescription	110/-

HEAVY DUTY BATTERIES

Fully guaranteed, ext. heavy plates, standard, 14 amps. **26/9**
New anti-vibration type 33/3. Post 1/6.
Carriers 6/3

JAGROSE TYRE PRESSURE GAUGE

guaranteed	6/9
DUNLOP OR SCHRADER	8/6

Post 6d.

Shaped M/C Waterproof Covers

Standard solo	21/-
Ditto, with screen	27/6
Scooter, with screen	27/6
Heavy plasticized cambric	63/-

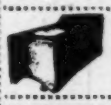
Post & Pkg. 1/6

H/B MIRRORS

Post & Packing 1/6

JAGROSE 4in. round, black & chrome	9/9
STADIUM 4in. ditto, convex chrome	17/9
JAGROSE Scooter, oblong	9/11
JAGROSE m/cycle, oblong	14/6
STADIUM m/cycle, oblong	18/6

PILLION SEATS



Straight top Dunlopillo	19/9
Raised back ditto	24/-
Raised back, spring top	27/6

Post & Packing 2/-

LAMP REFLECTORS

7in. lamps 9/6 8in. 10/6

SEALED BEAM UNITS

Reflector & glass 7½in. 12/6

LAMP RIMS

	7in.	8in.
For Lucas	7/-	8/3
For Miller	8/9	9/3

Post 1/-

JERRICANS

4½ gallon. Reconditioned. 14/6
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Single bar	16/9
Double bar	24/6
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Britax ditto, Globar	62/6
Britax senior	80/-
Sackville, as illus., silver	87/6
Sackville, chrome	107/6

P. & P. 2/-

LIGHTING HARNESS

Headlamp, panel type	6/11
Tank panel type	9/-

Post 1/-

LEGSHIELDS

JAGROSE lightweight	21/-
JAGROSE domed	25/-
JAGROSE ditto, curved foot	32/6
PATROL for Quickly	49/6
PATROL for Mopeds	54/6
PATROL for m/cycles	46/6

P. & P. 2/-

VALVE SEAT CUTTERS

SIZES 1¼–2¼in.

CUTTERS	each 14/6
SPINDLES	each 6/9
TOMMY BARS	each 8/4

Post & Pkg. 1/9

RADIAL PANNIER SETS

To fit straight on to individual machines. With canvas bags, 118/6. P.V.C. bags 126/-. For Lambretta with spare wheel clamp, 127/-.

JAGROSE PANNIER FRAME

Post & Pkg. 3/11. Black with folding base, universal fitting, pair 28/6. Special for B.S.A. Bantam, clip-on, maker's colours 20/9. Ditto with carrier, 37/6. Tubular quickly detachable, 25/-.

PANNIER BAGS

Black Leather Cloth 43/6
Heavy Green Canvas 55/-.

SIDECAR SCREENS

P. & P. 1/6.

Sports with Apron **15/-**
Touring 3 panel, with Apron, 27/6.
Swallow patt., less Apron, 35/-.

MAP HOLDERS

10in. × 8in. Post 1/3 **9/3**

3½in. BACK GEARED, SLIDING SURFACING AND SCREW-CUTTING LATHES

£29.10.0 or £5/19/- Deposit & 8 monthly at 69/4. Send for full detail.

DUAL SEATS

P. & P. 2/6

Jagrose, black and colours 62/6
Dualite, black or colours 85/-
Lycett for spring frame 105/-
Lycett for rigid frame 110/-

M/C LUGGAGE CARRIERS

P. & P. 1/6

	Enamel	Chrome
To fit on mudguard	45/-	76/-
Special model fits Midland Panniers/Unit	35/-	67/-

PILLION FOOTRESTS

Lightweight 6/9
Heavy 9/6
Designed for individual machines, 6/11 to 11/9.
Post 1/6.

BENCH GRINDER

3in. wheel Post 1/6 **14/6**

FEELER GAUGES

6 blades 2½–25/1,000	3/9
10 blades 1½–25/1,000	5/-

Post 6d.

BENCH VICES

2½in.	29/6
3in.	37/6
3½in.	52/6
4in.	67/6

Carriage 2/6

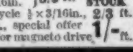
HAND DRILLS 11/-

BREAST DRILLS 43/9

BENCH DRILLS 94/-

P. & P. 2/-

MOTORCYCLE CHAIN



½×¼in.	6/9 ft.	ALL SIZES IN STOCK
⅝×¼in.		
½×3/16in.	5/9 ft.	
½×5/16in.		

Autocycle ⅜×3/16in., 2/3 ft.
8 mm., special offer W.D. for magneto drive, 1/- ft.

FLEXIBLE EXHAUST TUBING

Per foot, internal size 1in., 1/7. 1¼in. 1/9. 1½in. 2/2. 1¾in. 2/5. 1¾in. 2/8. 2in. 3/0. 2¼in. 3/2. 2½in. 3/4. Post 10d.

NON-FLAM. CELLULOSE SHEETS

17in. × 24in.	6/-
20in. × 24in.	9/-
22in. × 24in.	18/-

4in. Perspex, square foot 9/6. Post 1/3

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178, Park View Road.
Phone: Bexleyheath 4398

FRANCIS - BARNETT

BISHOP'S STORTFORD
W. Searing,
North Street.
Phone: Bishops Stortford 1897

BOREHAM WOOD
Cyril Brine & Co. Ltd.,
17, 65, 67, Shenley Road.
Phone: Elstree 1718

BRISTOL, 2
Fowler's of Bristol,
79-106, Grosvenor Road.
Phone: 51538-9

CHIPPENHAM, Wilts
Ross & Haines Ltd.,
Causeway.
Phone: Chippenham 2115

DARLINGTON
Duplex Motor & Cycle Co. Ltd.,
10-16, Grange Road.
Phone: 2071

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.,
434-436, Hertford Road.
Phone: Howard 1631 & 2923

MOTOR CYCLE SPECIALISTS
continued

FRANCIS-BARNETT
CONTINUED

FOLKESTONE, Kent
C. S. Samuels,
6 and 8, Foord Road.
Phone: Folkestone 4057

LEEDS, 1
B. J. Jenkins (Leeds) Ltd.,
21, Lower Briggate.
Phone: 26538

LEICESTER
Bruce Lewin Ltd.,
17, Narborough Road.
Phone: 5280

LONDON, W.4
E. S. Motors,
315, High Road, Chiswick.
Phone: CHIswick 2246

LONDON, E.17
Hoe Street Garage Ltd.,
414-418, Hoe St., Walthamstow.
Phone: COPpermill 1710

LONDON, S.W.9
Watkinson Motors Ltd.,
136-8, Stockwell Road.
Phone: BRIxton 2838

LONDON (New Malden)
Meetens Motor Mecca Ltd.,
Shannon Corner, Kingston By-Pass.
Phone: Malden 3110

MANCHESTER, 22
Alex Parker,
31-33, Palatine Rd., Northenden.
Phone: Wyt 2062

NOTTINGHAM
Hooleys Garage Ltd., Sole Distrs.,
Richmond House, Greyfriar Gate.
Phone: 44142

READING, Berks
Stocker & Shepherd Ltd.,
131, Oxford Road.
Phone: Reading 3983

ROYSTON, Herts
Pepper & Haywood Ltd.,
Melbourn Street.
Phone: Royston 2351 (3 lines)

SOUTHGATE, N.14
White & Martin Ltd.,
18, Ashfield Parade.
Phone: Palmers Green 1035

TENTERDEN, Kent
Karl Fuch Motor Cycles,
West Cross.
Phone: 487

WATFORD
Lewis, Ellis & Foster Ltd.,
204, Rickmansworth Road.
Phone: 3653

WELLING, Kent
A. Francis, Welling Motor Mart,
178, Park View Road.
Phone: Bexleyheath 4398

WHYTELEAFE, Surrey
Rapid Motors,
64-74, Godstone Road.
Phone: Uplands 0895

GREEVES

HEMEL HEMPSTEAD
Moore's,
B.S.A. House, London Road.
Phone: Boxmoor 601

LAUNCESTON, Cornwall
J. Woolridge & Son,
Western Road.
Phone: Launceston 21

LEAMINGTON SPA
Beauchamp Motors,
71, Warwick Street.
Phone: 480

TEDDINGTON Middx
Palmers of Teddington Ltd.,
81, Stanley Road.
Phone: Molesley 1646

GILERA

LONDON, S.W.9
Pride & Clarke Ltd.,
158, Stockwell Road.
Phone: BRIxton 6251

HARLEY DAVIDSON

LONDON, S.W.6
F. H. Warr,
104, Waterford Road.
Phone: Renown 2934

ITOM

LONDON, S.E.12
A. H. Tolley,
Station Garage, Lee.
Phone: Lee 2574

LONDON, S.W.9
"ADIMAR" Sole Concessionaires,
61, Clapham Road.
Phone: RELiance 5972

J.A.P.

LONDON, N.W.10
Alec Jackson Motor Export Ltd.,
1006, Harrow Rd., Kensal Green,
Phone: LADbroke 2792

JAMES

BEXLEYHEATH, Kent
Harcourt Motor Cycles,
305-305a, 307-307a, Broadway.
Phone: Bexleyheath 4079

BISHOP'S STORTFORD
W. Searing,
North Street.
Phone: Bishop's Stortford 1897

BOREHAM WOOD
Cyril Brine & Co. Ltd.,
17, 65, 57, Shenley Road.
Phone: Elstree 1718

BRISTOL, 2
Fowler's of Bristol,
79-106, Grosvenor Road.
Phone: 51538-9

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.,
434-436, Hertford Road.
Phone: Howard 1631 & 2923

HEMEL HEMPSTEAD
Moore's,
B.S.A. House, London Road.
Phone: Boxmoor 601

ILKESTON Derbys
Ray Gamble,
Pelham Street.
Phone: Ilkeston 873

LEICESTER
Bruce Lewin Ltd.,
17, Narborough Road.
Phone: 5280

LONDON E.17
Hoe Street Garage Ltd.,
414-418, Hoe St., Walthamstow.
Phone: COPpermill 1710

LONDON (New Malden)
Meetens Motor Mecca Ltd.,
Shannon Corner, Kingston By-Pass,
Phone: Malden 3110

MAIDENHEAD, Berks
Bob White & Co.,
13, York Road.
Phone: Maidenhead 3428

NOTTINGHAM
J. E. Breffitt,
Newcastle Filling Stn., Nuthall Rd.
Phone: 75511

READING, Berks
Stocker & Shepherd Ltd.,
131, Oxford Road.
Phone: Reading 3983

SHIPLEY
Allan Jefferies,
120, Saltaire Road.
Phone: Shipley 54271

TENTERDEN, Kent
Karl Fuch Motor Cycles,
West Cross.
Phone: 487

JAMES
CONTINUED

WELLING, Kent
A. Francis, Welling Motor Mart,
178, Park View Road.
Phone: Bexleyheath 4398

WHYTELEAFE, Surrey
Rapid Motors,
64-74, Godstone Road.
Phone: Uplands 0895

WOKING
Erskine Motor Cycles,
Goldsworth Road.
Phone: 4800

MAICO

LONDON, S.W.7
Maico (Great Britain) Ltd.,
81a, Gloucester Road.
Phone: FRE 4518/9

MATCHLESS

BEXLEYHEATH, Kent
Harcourt Motor Cycles,
305-305a, 307-307a, Broadway.
Phone: Bexleyheath 4079

BISHOP'S STORTFORD
W. Searing,
North Street.
Phone: Bishop's Stortford 1897

BOREHAM WOOD
Cyril Brine & Co. Ltd.,
17, 65, 67, Shenley Road.
Phone: Elstree 1718

BRISTOL, 2
Fowler's of Bristol,
79-106, Grosvenor Road.
Phone: 51538-9

CANTERBURY
Arter Bros. Ltd.,
A.2 Dover Road, Barham.
Phone: Barham 356

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.,
434-436, Hertford Road.
Phone: Howard 1631 & 2923

LEAMINGTON SPA
Beauchamp Motors,
71, Warwick Street.
Phone: 480

LONDON, E.17
Hoe Street Garage Ltd.,
414-418, Hoe St., Walthamstow.
Phone: COPpermill 1710

LONDON (New Malden)
Meetens Motor Mecca Ltd.,
Shannon Corner, Kingston By-Pass,
Phone: Malden 3110

MAIDENHEAD, Berks
Bob White & Co.,
13, York Road.
Phone: Maidenhead 3428

NOTTINGHAM
Hooleys Garage Ltd., Sole Distrs.,
Richmond House, Greyfriar Gate,
Phone: 44142

SHIPLEY
Allan Jefferies,
120, Saltaire Road.
Phone: Shipley 54271

TENTERDEN, Kent
Karl Fuch Motor Cycles,
West Cross.
Phone: 487

WELLING, Kent
A. Francis, Welling Motor Mart,
178, Park View Road.
Phone: Bexleyheath 4398

WATFORD
Lewis, Ellis & Foster Ltd.,
204, Rickmansworth Road.
Phone: 3653

WEYBRIDGE, Surrey
E. P. Attfield,
106-108, Oatlands Drive.
Phone: Weybridge 4676

MERCURY

GLASGOW, S.E.
Hillmans Eng. Co. (Glasgow) Ltd.,
110-119, Bain Street.
Phone: Bridgeton 3607

MOTO-GUZZI

ACTON TOWN, W.8
E.V.P. Motors Ltd.,
3, Central Parade.
Phone: ACOrn 6065

LONDON, S.W.9
Pride & Clarke Ltd.,
158, Stockwell Road.
Phone: BRIxton 6251

NORMAN

LEICESTER
Bruce Lewin Ltd.,
17, Narborough Road.
Phone: 5280

OXFORD
Faulkner & Son,
Cardigan Street.
Phone: 57279

NORTON

BISHOP'S STORTFORD
W. Searing,
North Street.
Phone: Bishop's Stortford 1897

BOREHAM WOOD
Cyril Brine & Co. Ltd.,
17, 65, 67, Shenley Road.
Phone: Elstree 1718

BRISTOL, 2
Fowler's of Bristol,
79-106, Grosvenor Road.
Phone: 51538/9

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.,
434 & 436, Hertford Road.
Phone: Howard 1631 & 2923

FOLKESTONE, Kent
C. S. Samuels,
6 and 8, Foord Road.
Phone: Folkestone 4057

LEAMINGTON SPA
Beauchamp Motors,
71, Warwick Street.
Phone: 480

LONDON, E.17
Hoe Street Garage Ltd.,
414-418, Hoe St., Walthamstow.
Phone: COPpermill 1710

NOTTINGHAM
Hooleys Garage Ltd., Sole Distrs,
Richmond House, Greyfriar Gate.
Phone: 44142

PORTSMOUTH
E. W. Burnett & Sons,
Eldon St. and St. James Rd., Southsea.
Phone: Portsmouth 4956

WATFORD
Lewis, Ellis & Foster Ltd.,
204, Rickmansworth Road.
Phone: 3653

WELLING, Kent
Alan Trow Motor Cycles,
72, Upper Wickham Lane.
Phone: Woolwich 6943

WELLING, Kent
A. Francis, Welling Motor Mart,
178, Park View Road.
Phone: Bexleyheath 4398

N.S.U.

LONDON, N.W.1
W. E. Humphreys Ltd.,
116-122, Hampstead Road.
Phone: EUSton 3324

SHIPLEY
Allan Jefferies,
120, Saltaire Road.
Phone: Shipley 54271

PANTHER

BEXLEYHEATH, Kent
Harcourt Motor Cycles,
305-305a, 307-307a, Broadway.
Phone: Bexleyheath 4079

BOREHAM WOOD
Cyril Brine & Co. Ltd.,
17, 65, 67 Shenley Road.
Phone: Elstree 1718

GUILDFORD, Surrey
Weston & Phillips Ltd.,
Woodbridge Road.
Phone: Guildford 3241

LONDON, S.E.13
Jolly & Knott,
38, Lonsdale Hill, Lewisham.
Phone: TIDeway 4261

LONDON (New Malden)
Meetens Motor Mecca Ltd.,
Shannon Corner, Kingston By-Pass.
Phone: Malden 3110

LONDON, S.W.19
Rapid Motors,
259 & 263, Haydons Road.
Phone: Cherrywood 3202

TROWBRIDGE
E. U. Holoway & Son,
52, Stallard Street.
Phone: Trowbridge 3098

WHYTELEAFE, Surrey
Rapid Motors,
64-74, Godstone Road.
Phone: Uplands 0895

ROYAL ENFIELD

BISHOP'S STORTFORD
W. Searing,
North Street.
Phone: Bishop's Stortford 1897

BOREHAM WOOD
Cyril Brine & Co. Ltd.,
17, 65, 67, Shenley Road.
Phone: Elstree 1718

FOLKESTONE, Kent
C. S. Samuels,
6 and 8, Foord Road.
Phone: Folkestone 4057

GUILDFORD, Surrey
Weston & Phillips Ltd.,
Woodbridge Road.
Phone: Guildford 3241

HAYWARDS HEATH
"Stockes,"
Facing The Broadway.
Phone: 294

HUDDERSFIELD
Reg Oakes, Bike Dealer,
Bradford Road.
Phone: Huddersfield 5624

ILKESTON, Derbys
Ray Gamble,
Pelham Street.
Phone: Ilkeston 873

LONDON, W.4
E.S. Motors,
315, High Road, Chiswick.
Phone CHIswick 2246

READING, Berks
Stocker & Shepherd Ltd.,
131, Oxford Road.
Phone: Reading 3983

WATFORD
Lewis, Ellis & Foster Ltd.,
204, Rickmansworth Road.
Phone: 3653

WELLING, Kent
A. Francis, Welling Motor Mart,
178, Park View Road.
Phone: Bexleyheath 4398

SCOTT

GLASGOW, S.E.
Hillmans Eng. Co. (Glasgow) Ltd.,
110-119, Bain Street.
Phone: Bridgeton 3607

MOTOR CYCLE SPECIALISTS
continued

SUN

LONDON, S.E.12
A. H. Tooley,
Station Garage, Lee.
Phone: Lee 2574

NOTTINGHAM
J. E. Bradfitt,
Newcastle Filling Stn., Nuthall Rd.
Phone: 75511

OXFORD
Faulkner & Son,
Cardigan Street.
Phone: 57279

PRESTON
Loxhams Garages Ltd.,
Charnley Street.
Phone: Preston 4242

PORTSMOUTH
Pankhurst (Weymouth) Ltd.,
332, London Road.
Phone: Portsmouth 71364

TRIUMPH

BISHOP'S STORTFORD
W. Searing,
North Street.
Phone: Bishop's Stortford 1897

BOREHAM WOOD
Cyril Brine & Co. Ltd.,
17, 65, 67, Shenley Road.
Phone: Elstree 1718

CHIPPENHAM, Wilts
Ross & Haines Ltd.,
Causeway.
Phone: Chippenham 2115

DARLINGTON
Duplex Motor & Cycle Co. Ltd.,
10-18, Grange Road.
Phone: 2071

TRIUMPH
CONTINUED

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.,
434/436, Hertford Road.
Phone: Howard 1631 & 2923

LEEDS, 1
E. J. Jenkins (Leeds) Ltd.,
31, Lower Briggate.
Phone: 26538

LONDON, E.17
Hoe Street Garage Ltd.,
414-418, Hoe St., Walthamstow
Phone: COPpermill 1710

LONDON, Vauxhall
Harveys (Lambeth) Ltd.,
47, South Lambeth Rd., S.W.8.
Phone: Reliance 6661

MAIDENHEAD, Berks
Bob White & Co.,
13, York Road.
Phone: Maidenhead 3428

MANCHESTER, 22
Alex. Parker,
31/33, Palatine Rd., Northenden.
Phone: Wyt 2062

NOTTINGHAM
Hooleys Garage Ltd., Sole Distrs.,
Richmond House, Greyfriar Gate.
Phone: 44142

PARKSTONE, Nr. B'mth
Bob Foster,
472-6, Ashley Road.
Phone: Parkstone 3500

PORTSMOUTH
E. W. Burnett & Sons,
Eldon St. and St. James Rd., Southsea.
Phone: Portsmouth 4956

TRIUMPH
CONTINUED

READING, Berks
Stocker & Shepherd Ltd.,
131, Oxford Road.
Phone: Reading 3963

SHIPLEY
Allan Jefferies,
120, Saltaire Road.
Phone: Shipley 54271

WATFORD
Lewis, Ellis & Foster Ltd.,
204, Rickmansworth Road.
Phone: 3653

WELLING, Kent
A. Francis, Welling Motor Mart,
178, Park View Road.
Phone: Bexleyheath 4398

WOKING
Erskine Motor Cycles,
Goldsworth Road.
Phone: 4800

VELOCETTE

BISHOP'S STORTFORD
W. Searing,
North Street.
Phone: Bishops Stortford 1897

CHIPPENHAM Wilts
Ross & Haines Ltd.,
Causeway.
Phone: Chippenham 2115

FOLKESTONE, Kent
C. S. Samuels,
6 and 8, Foord Road.
Phone: Folkestone 4057

VELOCETTE
CONTINUED

ILKESTON, Derbys.
Ray Gamble,
Pelham Street.
Phone: Ilkeston 873

LEAMINGTON SPA
Beauchamp Motors,
71, Warwick Street.
Phone: 450

LONDON, S.E.12
A. H. Tooley,
Station Garage, Lee.
Phone: Lee 2574

LONDON, S.W.19
Rapid Motors,
259 & 269, Haydons Road.
Phone: Cherrywood 3202

PORTSMOUTH
E. W. Burnett & Sons,
Eldon St. & St. James Rd., Southsea.
Phone: Portsmouth 4956

SHEPHERDS BUSH, W.12
L. Stevens Ltd.,
147, 149, 151, Goldhawk Road.
Phone: Sho 1154/5

TROWBRIDGE
R. U. Holoway & Son,
53, Stallard Street.
Phone: Trowbridge 3098

TWICKENHAM, Middx.
L. Leach,
190, Heath Road.
Phone: Popesgrove 4833

WELLING, Kent
A. Francis, Welling Motor Mart,
178, Park View Road.
Phone: Bexleyheath 4398

VELOCETTE
CONTINUED

WHYTELEAFE, Surrey
Rapid Motors,
64-74, Godstone Road.
Phone: Uplands 0895

VICTORIA

READING, Berks
Stocker & Shepherd Ltd.,
131, Oxford Road.
Phone: Reading 3963

VILLIERS

LONDON (New Malden)
Mestons Motor Mecca Ltd.,
Shannon Corner, Kingston By-Pass.
Phone: Malden 3110

ZUNDAPP

BEXLEYHEATH, Kent
Harcourt Motor Cycles,
305-305a, 307-307a, Broadway.
Phone: Bexleyheath 4079

LONDON, S.W.9
Watkinson Motors Ltd.,
136-8, Stockwell Road.
Phone: Brixton 2838

PRESTON
Loxhams Garages Ltd.,
Charnley Street.
Phone: Preston 4242

SHIPLEY
Allan Jefferies,
120, Saltaire Road.
Phone: Shipley 54271

SCOOTER SPECIALISTS

ALPINO

OXFORD
Temple's,
35, Park End Street.
Phone: Oxford 47496/7

BELLA

BEXLEYHEATH, Kent
Harcourt Motor Cycles,
305-305a, 307-307a, Broadway
Phone: Bexleyheath 4079

BOREHAM WOOD
Cyril Brine & Co. Ltd.,
17, 65, 67, Shenley Road.
Phone: Elstree 1718

HEMEL HEMPSTEAD
Moore's,
B.S.A. House, London Road.
Phone: Boxmoor 601

LEEDS, 1
E. J. Jenkins (Leeds) Ltd.,
31, Lower Briggate.
Phone: 26538

LONDON, S.W.9
Watkinson Motors Ltd.,
136-138, Stockwell Road.
Phone: Brixton 2838

PRESTON
Loxhams Garages Ltd.,
Charnley Street.
Phone: Preston 4242

SHIPLEY
Allan Jefferies,
120, Saltaire Road.
Phone: Shipley 54271

BOND

BOURNEMOUTH
Kenbourne Motors Ltd.,
332, Charminster Road.
Phone: Winton 1802

BOND
CONTINUED

LONDON S.E.22
Bellamy's Auto Service Ltd.,
8 Lordship Lane, Dulwich.
Phone: New Cross 0666.

LONDON, S.W.19
Rapid Motors,
259 & 269, Haydons Road.
Phone: Cherrywood 3202

PRESTON
Loxhams Garages Ltd.,
Charnley Street.
Phone: Preston 4242

SKIPTON
Jack Clough,
Raikes Road Garage.
Phone: 2911

TOTTENHAM, N.17
Liddamore Motors Ltd.,
700-702, High Road.
Phone: Tot 2321-2467

B.S.A.

BRISTOL, 6
S.J. Fair Motors Ltd.,
201-203, Cheltenham Road.
Phone: 46238 & 41015

LIVERPOOL
Cundle's,
41-51, Byrom Street.
Phone: Central 4148

LONDON, N.W.4
E. J. Rogers,
42, Church Road, Hendon.
Phone: Sun 1183

LONDON, E.17
Hoe Street Garage Ltd.,
414-418, Hoe St., Walthamstow.
Phone: COPpermill 1710

LONDON, S.W.11
Owen Bros.,
19, Battersea Rise, Clapham Junc.
Phone: Spares 7316. M/Cycles 5253.

LONDON (New Malden)
Mestons Motor Mecca Ltd.,
Shannon Corner, Kingston-By-Pass.
Phone: Malden 3110

NOTTINGHAM
E. W. Campion & Sons Ltd.,
Arkwright St. and Queens Rd.
Phone: 83444

OXFORD
Faulkner & Son,
Cardigan Street.
Phone: 57279

PRESTON
Loxhams Garages Ltd.,
Charnley Street.
Phone: Preston 4242

TROWBRIDGE
R. U. Holoway & Son,
53, Stallard Street.
Phone: Trowbridge 3098

DAYTON

LONDON, E.17
Hoe Street Garage Ltd.,
414-418, Hoe St., Walthamstow.
Phone: COPpermill 1710

LONDON (New Malden)
Mestons Motor Mecca Ltd.,
Shannon Corner, Kingston By-Pass.
Phone: Malden 3110

PRESTON
Loxhams Garages Ltd.,
Charnley Street.
Phone: Preston 4242

D.K.R.

BRISTOL, 6
S. J. Fair Motors Ltd.,
201-203, Cheltenham Road.
Phone: 46238 & 41015

LONDON (New Malden)
Mestons Motor Mecca Ltd.,
Shannon Corner, Kingston By-Pass.
Phone: Malden 3110

D.K.R.
CONTINUED

PRESTON
Loxhams Garages Ltd.,
Charnley Street.
Phone: Preston 4242

RAVENSBOURNE, Kent
Johnson & Brown,
266-272, High Street.
Phone: Ravensbourne 7712

TOTTENHAM, N.17
Liddamore Motors Ltd.,
700-702, High Road.
Phone: Tot 2321-2467

PARKSTONE, Nr. B'mth.
Bob Foster,
472-476, Ashley Road.
Phone: Parkstone 3500

D.K.W.

ISLEWORTH, Middx
A.F.N. Ltd.,
Falcon Works, 400, London Rd.
Phone: Hounslow 0011

LONDON, N.W.10
Alec Jackson Motor Export Ltd.,
1000, Harrow Rd., Kensal Green.
Phone: Ladbroke 2792

OXFORD
Temple's,
35, Park End Street.
Phone: Oxford 47496/7

PARKSTONE, Nr. B'mth.
Bob Foster,
472-476, Ashley Road.
Phone: Parkstone 3500

DIANA

READING, Berks.
Stocker & Shepherd Ltd.,
131, Oxford Road.
Phone: Reading 3963

D.M.W.

LONDON (New Malden)
Mestons Motor Mecca Ltd.,
Shannon Corner, Kingston By-Pass.
Phone: Malden 3110

DOUGLAS VESPA

BANSTEAD
Prospect Garage (Banstead) Ltd.,
Brighton Road.
Phone: Burgh Heath 2202-3

BEXLEYHEATH, Kent
Harcourt Motor Cycles,
305-305a, 307-307a, Broadway.
Phone: Bexleyheath 4079

BISHOP'S STORTFORD
W. Searing,
North Street.
Phone: Bishops Stortford 1897

BOREHAM WOOD
Cyril Brine & Co. Ltd.,
17, 65, 67, Shenley Road.
Phone: Elstree 1718

CHIPPENHAM, Wilts.
Ross & Haines Ltd.,
Causeway.
Phone: Chippenham 2115

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Duplex Motor & Cycle Co. Ltd.,
10-18, Grange Road.
Phone: 2071

ILKESTON, Derbys.
Ray Gamble,
Pelham Street.
Phone: Ilkeston 873

LEAMINGTON SPA
Beauchamp Motors,
71, Warwick Street.
Phone: 450

LEICESTER
Bruce Lewin Ltd.,
17, Harborough Road.
Phone: 9380

SCOOTER SPECIALISTS
continued

DOUGLAS VESPA
CONTINUED

ROYSTON, Herts.
Pepper & Haywood Ltd.,
Melbourn Street.
Phone: Royston 2351 (3 lines)

SUTTON
St. James's Garage (Sutton) Ltd.,
Cheam Road.
Phone: Vigilant 2206/7

TOTTENHAM, N.17
Liddamore Motors Ltd.,
700-702, High Road.
Phone: Tot 2321-2467

TROWBRIDGE
R. U. Holoway & Son,
52, Stallard Street.
Phone: Trowbridge 3096

WHYTELEAFE, SURREY
Rapid Motors,
64-74, Godstone Road.
Phone: Uplands 0895

WOKING
Erskine Motor Cycles,
Goldsworth Road.
Phone: 4800

HEINKEL

TOTTENHAM, N.17
Liddamore Motors Ltd.,
700-702, High Road.
Phone: Tot 2321 2467

ISO

LONDON, E.C.2
Stuart & Payne Ltd.,
4, Broad Street.
Phone: London Wall 3145

READING, Berks.
Stocker & Shepherd Ltd.,
131, Oxford Road.
Phone: Reading 3983

WHYTELEAFE, Surrey
Rapid Motors,
64-74, Godstone Road.
Phone: Uplands 0895

LAMBRETTA

BANSTEAD
Prospect Garage (Banstead) Ltd.,
Brighton Road.
Phone: Burgh Heath 2202-3

BEXLEYHEATH, Kent
Harcourt Motor Cycles,
305-306a, 307-307a, Broadway.
Phone: Bexleyheath 4079

BOGNOR REGIS
Evershed & Co.,
2, High Street.
Phone: 16

BOREHAM WOOD
Cyril Brine & Co. Ltd.,
17, 65, 67, Shenley Road.
Phone: Elstree 1718

BOURNEMOUTH
Kenbourne Motors Ltd.,
332, Charminster Road.
Phone: Winton 1802

BRISTOL, 2
Fowler's of Bristol,
79-106, Grosvenor Road.
Phone: 51538-9

CHIPPENHAM, Wilts.
Ross & Haines Ltd.,
Causeway.
Phone: Chippenham 2115

LAMBRETTA
CONTINUED

CORSHAM
R. U. Holoway & Son,
16, High Street.
Phone: Corsham 3306

DARLINGTON
White Bros.
201/9, Northgate.
Phone: Darlington 67757 (3 lines)

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.,
434/436, Hertford Road.
Phone: Howard 1631 & 2923

FOLKESTONE, Kent
C. S. Samuels,
6 and 8, Foord Road.
Phone: Folkestone 4067

FAKENHAM, Norfolk
R. Carley,
Norwich Road Garage.
Phone: Fakenham 2393

HAYWARDS HEATH
"Steeles,"
Facing The Broadway.
Phone: 294

LEAMINGTON SPA
Beauchamp Motors,
71, Warwick Street.
Phone: 460

LONDON, W.4
E. S. Motors,
315, High Road, Chiswick.
Phone: Chiswick 2246

LONDON, W.14
Smith & Hunter Ltd.,
376/8, Kensington High Street.
Phone: Western 2312, 6417

LONDON, N.10
Fred Fearnley Ltd.,
5, Victoria Parade, Muswell Hill.
Phone: Tudor 8000

LONDON, E.11
Fred Fearnley Ltd.,
772-4, Lea Bridge Road, Leyton.
Phone: Leytonstone 3955

LONDON, S.E.4
Haywards (Brockley) Ltd.,
242, Brockley Road.
Phone: Tideway 3984

MAIDENHEAD, Berks.
Bob White & Co.,
13, York Road.
Phone: Maidenhead 3428

MANCHESTER, 3
Fred Fearnley Ltd.,
240, Deansgate.
Phone: Deansgate 3691

MANCHESTER, 11
Fred Fearnley Ltd.,
692-4, Ashton Old Road.
Phone: East 1445

NOTTINGHAM
J. E. Breffitt,
Newcastle Filling Stn., Nuthall Rd.
Phone: 75511

NOTTINGHAM
Hooleys Garage Ltd., Sole Dist.,
Richmond House, Greyfriar Gate.
Phone: 44142

OLDHAM
Fred Fearnley Ltd.,
23, Mumps.
Phone: Main 2313

PORTSMOUTH
E. W. Burnett & Sons,
Elson St. & St. James Rd., Southsea.
Phone: Portsmouth 4936

LAMBRETTA
CONTINUED

PRESTON
Loxhams Garages Ltd.,
Charnley Street.
Phone: Preston 4242

RAVENSBOURNE, Kent
Johnson & Brown,
268-272, High Street.
Phone: Ravensbourne 7713

READING, Berks
Cyril Sheppard of Reading,
87 and 102, Kings Road.
Phone: Reading 2712

READING, Berks
Stocker & Shepherd Ltd.,
131, Oxford Road.
Phone: Reading 3983

SHIPLEY
Allan Jefferies,
120, Saltaire Road.
Phone: Shipley 54271

SKIPTON
Jack Clough,
Raikes Road Garage.
Phone: 2911

SOUTHGATE, N.14
White & Martin Ltd.,
13, Ashfield Parade.
Phone: Palmers Green 1035

SUTTON
St. James' Garage (Sutton) Ltd.,
Cheam Road.
Phone: Vigilant 2206/7

TEDDINGTON, Middx
Palmers of Teddington Ltd.,
81, Stanley Road.
Phone: Molesey 1646

TENTERDEN, Kent
Karl Pugh Motor Cycles,
West Cross.
Phone: 487

THIRSK, Yorks
Moss's,
8/10, Finkle Street.
Phone: Thirsk 3248

WELLING, Kent
Alan Trow Motor Cycles,
72, Upper Wickham Lane.
Phone: Woolwich 6943

MAICO

BOREHAM WOOD
Cyril Brine & Co. Ltd.,
17, 65, 67, Shenley Road.
Phone: Elstree 1718

LONDON S.W.7
Maico (Great Britain) Ltd.,
81a, Gloucester Road.
Phone: Fre 4518/9

READING, Berks
Cyril Sheppard of Reading,
87 and 102, Kings Road.
Phone: Reading 2712

MERCURY

ILKESTON, Derbys
Ray Gamble,
Pelham Street.
Phone: Ilkeston 873

NUNEATON
H. P. Carter Ltd.,
10-11, Bond Gate.
Phone: Nuneaton 2164

OXFORD
Temple's,
35, Park End Street.
Phone: Oxford 47496/7

MOTOBECANE

LONDON, S.W.9
Pride & Clarke Ltd.,
158, Stockwell Road.
Phone: Brixton 6231

N.S.U.

BATH
R. U. Holoway & Son,
9, Barton Street.
Phone: Bath 64101/5084

BEXLEYHEATH, Kent
Harcourt Motor Cycles,
305-306a, 307-307a, Broadway.
Phone: Bexleyheath 4079

BOGNOR REGIS
Evershed & Co.,
2, High Street.
Phone: 16

BOREHAM WOOD
Cyril Brine & Co. Ltd.,
17, 65, 67, Shenley Road.
Phone: Elstree 1718

ILKESTON, Derbys
Ray Gamble,
Pelham Street.
Phone: Ilkeston 873

LONDON, N.W.1
W. E. Humphreys Ltd.,
116-122, Hampstead Road.
Phone: Euston 3326

SHIPLEY
Allan Jefferies,
120, Saltaire Road.
Phone: Shipley 54271

PARILLA

LONDON, E.17
Hoe Street Garage Ltd.,
414-418, Hoe St., Walthamstow.
Phone: COPpermill 1710

PEUGEOT

HAYWARDS HEATH
"Steeles,"
Facing the Broadway.
Phone: 294

PRESTON
Loxhams Garages Ltd.,
Charnley Street.
Phone: Preston 4242

TOTTENHAM, N.17
Liddamore Motors Ltd.,
700-702, High Road.
Phone: Tot 2321-2467

PIATTI

ILKESTON, Derbys
Ray Gamble,
Pelham Street.
Phone: Ilkeston 873

LONDON (New Malden)
Meetens Motor Mecca Ltd.,
Shannon Corner, Kingston By-Pass.
Phone: Malden 3110

TOTTENHAM, N.17
Liddamore Motors Ltd.,
700-702, High Road.
Phone: Tot 2321-2467

PRIOR

BRISTOL, 6
S. J. Fair Motors Ltd.,
201-3, Cheltenham Road.
Phone: 46238 & 41015

OXFORD
Temple's,
35, Park End Street.
Phone: Oxford 47496/7

PROGRESS

LONDON, E.17
Hoe Street Garage Ltd.,
414-418, Hoe St., Walthamstow.
Phone: COPpermill 1710

PUCH

OXFORD
Temple's,
35, Park End Street.
Phone: Oxford 47496/7

SUN

ACTON TOWN, W.3
E.V.P. Motors Ltd.,
3, Central Parade.
Phone: Acorn 6005

OXFORD
Faulkner & Son,
Cardigan Street.
Phone: 57379

PRESTON
Loxhams Garages Ltd.,
Charnley Street.
Phone: Preston 4242

TERROT

BOREHAM WOOD
Cyril Brine & Co. Ltd.,
17, 65, 67, Shenley Road.
Phone: Elstree 1718

HAYWARDS HEATH
"Steeles,"
Facing the Broadway.
Phone: 294

LONDON, S.W.19
Rapid Motors,
289 & 289, Haydons Road.
Phone: Cherrywood 3202

WHYTELEAFE, Surrey
Rapid Motors,
64-74, Godstone Road.
Phone: Uplands 0895

T.W.N.

MAIDENHEAD, Berks
Industria (London) Ltd.,
Boyn Valley Road.
Phone: Maidenhead 2480

NOTTINGHAM
J. E. Breffitt,
Newcastle Filling Stn., Nuthall Rd.
Phone: 75511

TOTTENHAM, N.17
Liddamore Motors Ltd.,
700-702 High Road
Phone: Tot 2321 & 2467

MOPED SPECIALISTS

BINETTA

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.,
434/436, Hertford Road.
Phone: Howard 1631 and 2923

BINETTA
CONTINUED

LONDON, E.C.2
Stuart & Payne Ltd.,
4, Broad Street.
Phone: London Wall 3145

BOWN

HAYWARDS HEATH
"Steeles,"
Facing the Broadway.
Phone: 294

HERCULES

LONDON, N.W.10
Alec Jackson Motor Export Ltd.,
1006, Harrow Rd., Kensal Green.
Phone: Ladbroke 2792

ITOM

LONDON, S.W.9
"ADINAR" Sole Concessionaires,
16, Clapham Road.
Phone: Reliance 3972

MOPED SPECIALISTS
continued

LAMBRETTA

BOREHAM WOOD
Cyril Brine & Co. Ltd.,
17, 65, 67, Shenley Road.
Phone: Elstree 1718

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.,
434/436, Hertford Road.
Phone: Howard 1631 and 2923

MOBYLETTE

BOREHAM WOOD
Cyril Brine & Co. Ltd.,
17, 65, 67, Shenley Road.
Phone: Elstree 1718

BOURNEMOUTH
Kenbourne Motors Ltd.,
332, Charminster Road.
Phone: Winton 1802

LIVERPOOL
Candle's,
41-61, Byrom Street.
Phone: Central 4148

LONDON, N.W.4
E. J. Rogers,
42, Church Road, Hendon.
Phone: Sun 1183

MOBYLETTE
CONTINUED

LONDON, S.W.9
Pride & Clarke Ltd.,
158, Stockwell Road.
Phone: Brixton 6251

OXFORD
Temple's,
35, Park End Street.
Phone: Oxford 47496/7

NEW HUDSON

LEICESTER
Bruce Lewin Ltd.,
17, Narborough Road.
Phone: 8230

LIVERPOOL
Candle's,
41-61, Byrom Street.
Phone: Central 4148

LONDON (New Malden)
Mostens Motor Mecca Ltd.,
Shannon Corner, Kingston-By-Pass.
Phone: Malden 3110

NOTTINGHAM
E. W. Campion & Sons Ltd.,
Arkwright St. and Queens Rd.
Phone: 83444

OXFORD
Faulkner & Son,
Cardigan Street.
Phone: 57279

NORMAN

BOREHAM WOOD
Cyril Brine & Co. Ltd.,
17, 65, 67, Shenley Road.
Phone: Elstree 1718

LONDON, S.E.12
A. H. Tooley,
Station Garage, Lee.
Phone: Lee 2574

N.S.U.

ACTON TOWN, W.3
K.V.P. Motors Ltd.,
3, Central Parade.
Phone: Acorn 6606

N.S.U.
CONTINUED

BATH
R. U. Holoway & Son,
8, Barton Street.
Phone: Bath 64101/5084

BOREHAM WOOD
Cyril Brine & Co. Ltd.,
17, 65, 67, Shenley Road.
Phone: Elstree 1718

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.,
434/436, Hertford Road.
Phone: Howard 1631 and 2923

LONDON, N.W.1
W. R. Humphreys Ltd.,
116-122, Hampstead Road.
Phone: Euston 3336

NUNEATON
H. S. Carter Ltd.,
10-11, Bond Gate.
Phone: Nuneaton 2164

READING, Berks
Stocker & Shepherd Ltd.,
131, Oxford Road.
Phone: Reading 2963

PHILLIPS

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.,
434/436, Hertford Road.
Phone: Howard 1631 and 2923

PRIOR

BRISTOL 6
S. J. Fair Motors Ltd.,
201-3, Cheltenham Road.
Phone: 46238 and 41015

VICTORIA

READING Berks
Stocker & Shepherd Ltd.,
131, Oxford Road.
Phone: Reading 2963

ZUNDAPP

BOREHAM WOOD
Cyril Brine & Co. Ltd.,
17, 65, 67, Shenley Road.
Phone: Elstree 1718

SPARES SPECIALISTS

ANDRÉ

LONDON, E.8
André Sidecars,
402, Andre Street, Hackney.
Phone: CLIssold 0438

BUSMAR

LEEDS, 1
B. J. Jenkins (Leeds) Ltd.,
21, Lower Briggate.
Phone: 26539

LONDON, W.12
West London Motor Agencies Ltd.,
436, Uxbridge Road.
Phone: She 1121

LONDON, S.W.2
London Sidecar Co. Ltd.,
149, Brixton Hill.
Phone: Tulse Hill 3631

CANTERBURY

BEXLEYHEATH Kent
Harcourt Motor Cycles,
305-306a, 307-307a, Broadway.
Phone: Bexleyheath 4079

BOREHAM WOOD
Cyril Brine & Co. Ltd.,
17, 65, 67, Shenley Road.
Phone: Elstree 1718

BRISTOL, 2
Fowler's of Bristol,
79-106, Grosvenor Road.
Phone: 51538 and 9

CANTERBURY
CONTINUED

NOTTINGHAM
E. W. Campion & Sons Ltd.,
Arkwright St. and Queens Rd.
Phone: 83444

READING, Berks
Stocker & Shepherd Ltd.,
131, Oxford Road.
Phone: Reading 2963

LONDON, W.12
West London Motor Agencies Ltd.,
436, Uxbridge Road.
Phone: She 1121

LONDON, E.17
Hoe Street Garage Ltd.,
414-418, Hoe St., Walthamstow.
Phone: COPpermill 1710

BLACKNELL

BRISTOL, 2
Fowler's of Bristol,
79-106, Grosvenor Road.
Phone: 51538-9

OXFORD
Temple's,
35, Park End Street.
Phone: Oxford 47496/7

GARRARD

BRISTOL, 2
Fowler's of Bristol,
79-106, Grosvenor Road.
Phone: 51538 and 9

GARRARD
CONTINUED

LONDON, W.12
West London Motor Agencies Ltd.,
436, Uxbridge Road.
Phone: She 1121

HILLSBOROUGH

LONDON, E.17
Hoe Street Garage Ltd.,
414-418, Hoe St., Walthamstow.
Phone: COPpermill 1710

STEIB

ISLEWORTH, Middx
A.F.N. Ltd.,
Falcon Works, 400, London Road.
Phone: Hounslow 0011

STREAMLINE

LOUGHTON, Essex
Streamline Sidecars,
1, Rectory Lane.
Phone: Loughton 4938

RANKIN

OXFORD
Temple's,
35, Park End Street.
Phone: Oxford 47496/7

PARKSTONE, Nr. B'mth
Bob Foster,
472-76, Ashley Road.
Phone: Parkstone 3590

RAVEN

CHESHUNT, Herts
Raven Sidecars,
Cadmore Lane.
Phone: Waltham Cross 3060

SWALLOW

PORTSMOUTH
E. W. Burnett & Sons,
Eldon St. & St. James Rd., Southsea.
Phone: Portsmouth 4956

WATSONIAN

BEXLEYHEATH Kent
Harcourt Motor Cycles,
305-306a, 307-307a, Broadway.
Phone: Bexleyheath 4079

BRISTOL, 2.
Fowler's of Bristol,
79-106, Grosvenor Road.
Phone: 51538 and 9

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.,
434/436, Hertford Road.
Phone: Howard 1631 and 2923

GUILDFORD, Surrey
Weston & Phillips Ltd.,
Woodbridge Road.
Phone: Guildford 3241

WATSONIAN
CONTINUED

LEEDS, 1
B. J. Jenkins (Leeds) Ltd.,
21, Lower Briggate.
Phone: 26539

LIVERPOOL
Candle's,
41-61, Byrom Street.
Phone: Central 4148

LONDON W.12
West London Motor Agencies Ltd.,
436, Uxbridge Road.
Phone: She 1121

LONDON, E.17
Hoe Street Garage Ltd.,
414-418, Hoe St., Walthamstow.
Phone: COPpermill 1710

OXFORD
Temple's,
35, Park End Street.
Phone: Oxford 47496/7

PARKSTONE, Nr. B'mth
Bob Foster,
472-476, Ashley Road.
Phone: Parkstone 3590

PORTSMOUTH
E. W. Burnett & Sons,
Eldon St. & St. James Rd., Southsea.
Phone: Portsmouth 4956

READING, Berks
Stocker & Shepherd Ltd.,
131, Oxford Road.
Phone: Reading 2963

SHIPLEY
Allan Jefferies,
130, Saltaire Road.
Phone: Shipley 54271

THREE WHEELER SPECIALISTS

A.C. PETITE

LONDON (New Malden)
Mostens Motor Mecca Ltd.,
Shannon Corner, Kingston By-Pass.
Phone: Malden 3110

BOND MINICAR

BOURNEMOUTH
Kenbourne Motors Ltd.,
332, Charminster Road.
Phone: Winton 1802

DARLINGTON
White Bros.,
201/9, Northgate.
Phone: Darlington 67757 (3 lines)

PRESTON
Loxhams Garages Ltd.,
Charnley Street.
Phone: Preston 4242

SITTINGBOURNE, Kent
E. G. Pritchard Ltd.,
Chalkwell Road.
Phone: Sittingbourne 885/6

SKIPTON
Jack Clough,
Raikes Road Garage.
Phone: 2911

TOTTENHAM, N.17
Liddamore Motors Ltd.,
700-702, High Road.
Phone: Tot 2321 & 2467

CORONET

LONDON, S.W.9
Watkinson Motors Ltd.,
136-8, Stockwell Road.
Phone: Brixton 2838

LONDON (New Malden)
Mostens Motor Mecca Ltd.,
Shannon Corner, Kingston By-Pass.
Phone: Malden 3110

TOURETTE

TOTTENHAM, N.17
Liddamore Motors Ltd.,
700-702, High Road.
Phone: Tot 2321 & 2467

HEINKEL

BOURNEMOUTH
Kenbourne Motors Ltd.,
332, Charminster Road.
Phone: Winton 1802

TOTTENHAM, N.17
Liddamore Motors Ltd.,
700-702, High Road.
Phone: Tot 2321 & 2467

MESSERSCHMITT

BOURNEMOUTH
Kenbourne Motors Ltd.,
332, Charminster Road.
Phone: Winton 1802

SOUTHAMPTON
Testwood Motors Ltd.,
231, Salisbury Road, Totton.
Phone: Totton 2306

THREE WHEELER SPECIALISTS
continued

RELIANT

DARLINGTON
Duplex Motor & Cycle Co. Ltd.,
10-16, Grange Road.
Phone: 2071

GUILDFORD, Surrey
Weston & Phillips Ltd.,
Woodbridge Road.
Phone: Guildford 3241

LONDON (New Malden)
Mostens Motor Mecca Ltd.,
Shannon Corner, Kingston By-Pass.
Phone: Malden 3110

PARKSTONE, Nr. B'mth.
Bob Foster,
472-76, Ashley Road.
Phone: Parkstone 3500

RELIANT
CONTINUED

PRESTON
Loxhams Garages Ltd.,
Charnley Street.
Phone: Preston 4212

SPARES SPECIALISTS

A.J.S.
MOTOR CYCLE

SHIPLEY
Allan Jefferies,
120, Saltaire Road.
Phone: Shipley 54271

SOUTHGATE, N.14
White & Martin Ltd.,
18, Ashfield Parade.
Phone: Palmers Green 1035

ARIEL
MOTOR CYCLE

LONDON, S.W.9
Pride & Clarke Ltd.,
158, Stockwell Road.
Phone: Brixton 6251

SHIPLEY
Allan Jefferies,
120, Saltaire Road.
Phone: Shipley 54271

B.M.W.
MOTOR CYCLE

ISLEWORTH, Middx.
A.F.N. Ltd.,
Falcon Works, 400, London Rd.
Phone: Hounslow 0011

LONDON, W.12
H.L.G. Motor Cycles Ltd.,
195, Goldhawk Road.
Phone: Sho 3722

B.S.A.
MOTOR CYCLE

BATH
R.U. Holoway & Son,
9, Barton Street.
Phone: Bath 64101 & 5084

ILKESTON, Derbys
Ray Gamble,
Pelham Street.
Phone: Ilkeston 873

LEAMINGTON SPA
Beauchamp Motors,
71, Warwick Street.
Phone: 480

LIVERPOOL
Cundle's,
41-61, Byrom Street.
Phone: Central 4148

LONDON, S.W.11
Owen Bros.,
19, Battersea Rise, Clapham Junct.
Phone: Spares 7816 M/Cycles 5253

MANCHESTER, 22
Alex. Parker,
31-33, Palatine Rd., Northenden.
Phone: Wyt 2062

NOTTINGHAM
E. W. Campion & Sons Ltd.,
Arkwright St. and Queens Rd.
Phone: 83444

OXFORD
Faulkner & Son,
Cardigan Street.
Phone: 57279

OXFORD
Temple's,
35, Park End Street.
Phone: Oxford 47496/7

B.S.A.
SCOOTER

LONDON, S.W.11
Owen Bros.,
19, Battersea Rise, Clapham Junct.,
Phone: Spares 7816 M/Cycles 5253

DOUGLAS VESPA
SCOOTER

LEAMINGTON SPA
Beauchamp Motors,
71, Warwick Street.
Phone: 480

TROWBRIDGE
R. U. Holoway & Son,
82, Stallard Street.
Phone: Trowbridge 3098

WOKING
Erskine Motor Cycles,
Goldsworth Road.
Phone: 4800

EXCELSIOR
MOTOR CYCLE

LONDON, N.W.10
Alec Jackson Motor Export Ltd.,
1066, Harrow Rd., Kensal Green.
Phone: Ladbroke 2792.

LONDON, S.E.22
Bellamy's Auto Service Ltd.,
3, Lordship Lane, Dulwich.
Phone: New Cross 0666

FRANCIS-BARNETT
MOTOR CYCLE

BRISTOL, 2
Fowler's of Bristol,
79-106, Grosvenor Road.
Phone: 51538/9

MANCHESTER, 22
Alex Parker,
31/33, Palatine Rd., Northenden.
Phone: Wyt 2062

SOUTHGATE, N.14
White & Martin Ltd.,
18, Ashfield Parade.
Phone: Palmers Green 1035

GILERA
MOTOR CYCLE

LONDON, S.W.9
Pride & Clarke Ltd.,
158, Stockwell Road.
Phone: Brixton 6251

ITOM
MOTOR CYCLE

LONDON, S.W.9
"ADIMAR" Sole Concessionaires,
61, Clapham Road.
Phone: Reliance 5972

ITOM
MOPEDS

LONDON, S.W.9
"ADIMAR" Sole Concessionaires,
61, Clapham Road.
Phone: Reliance 5972

J.A.P.
MOTOR CYCLE

LONDON, N.W.10
Alec Jackson Motor Export Ltd.,
1066, Harrow Rd., Kensal Green.
Phone: Ladbroke 2792

JAMES
MOTOR CYCLE

BRISTOL, 2
Fowler's of Bristol,
79-106, Grosvenor Road.
Phone: 51538/9

JAMES
MOTOR CYCLE—CONTD.

LONDON, S.E.22
Bellamy's Auto Service Ltd.,
3, Lordship Lane, Dulwich.
Phone: New Cross 0666

WOKING
Erskine Motor Cycles,
Goldsworth Road.
Phone: 4800

LAMBRETTA
SCOOTER

LEAMINGTON SPA
Beauchamp Motors,
71, Warwick Street.
Phone: 480

LONDON, E.11
Fred Fearnley Ltd.,
772-4, Lea Bridge Road, Leyton.
Phone: Leytonstone 3955

LONDON, N.10
Fred Fearnley Ltd.,
5, Victoria Parade, Muswell Hill.
Phone: Tudor 8000

MANCHESTER, 11
Fred Fearnley Ltd.,
692-4, Ashton Old Road.
Phone: East 1445

OLDHAM
Fred Fearnley Ltd.,
23, Mumps.
Phone: Main 2313

SOUTHGATE, N.14
White & Martin Ltd.,
18, Ashfield Parade.
Phone: Palmers Green 1035

TEDDINGTON, Mddx
Palmers of Teddington Ltd.,
81, Stanley Road.
Phone: Molesey 1646

WELLING, Kent
Alan Trow Motor Cycles,
72, Upper Wickham Lane.
Phone: Woolwich 6943

MAICO
MOTOR CYCLE

LONDON, S.W.7
Maico (Great Britain) Ltd.,
81a, Gloucester Road.
Phone: FRE 4518/9

MAICO
SCOOTER

LONDON, S.W.7
Maico (Great Britain) Ltd.,
81a, Gloucester Road.
Phone: FRE 4518/9

MOBYLETTE
MOPEDS

LONDON, S.W.9
Pride & Clarke Ltd.,
158, Stockwell Road.
Phone: Brixton 6251

MATCHLESS
MOTOR CYCLE

BRISTOL, 2
Fowler's of Bristol,
79-106, Grosvenor Road.
Phone: 51538/9

LEAMINGTON SPA
Beauchamp Motors,
71, Warwick Street.
Phone: 480

MATCHLESS
MOTOR CYCLE—CONTD.

SHIPLEY
Allan Jefferies,
120, Saltaire Road.
Phone: Shipley 54271

MOTOBECANE
SCOOTER

LONDON, S.W.9
Pride & Clarke, Ltd.,
158, Stockwell Road.
Phone: Brixton 6251

MOTO-GUZZI
MOTOR CYCLE

LONDON, S.W.9
Pride & Clarke Ltd.,
158, Stockwell Road.
Phone: Brixton 6251

NORTON
MOTOR CYCLE

LEAMINGTON SPA
Beauchamp Motors,
71, Warwick Street.
Phone: 480

N.S.U.
SCOOTER

MITCHAM, Surrey
Millars Motors (Mitcham) Ltd.,
385, London Road.
Phone: Mitcham 0829

RAVEN
SIDECARS

CHESHUNT, Herts
Raven Sidecars,
Cadmore Lane.
Phone: Waltham Cross 3080

STEIB
SIDECARS

ISLEWORTH, Middx
A.F.N. Ltd.,
Falcon Works, 400, London Rd.
Phone: Hounslow 0011

STREAMLINE
SIDECARS

LOUGHTON, Essex
Streamline Sidecars,
1, Rectory Lane.
Phone: Loughton 4938

SUNBEAM
MOTOR CYCLE

MITCHAM, Surrey
Millars Motors (Mitcham) Ltd.,
385, London Road.
Phone: Mitcham 0829

TRIUMPH
MOTOR CYCLE

LONDON, Vauxhall
Harveys (Lambeth) Ltd.,
47, South Lambeth Rd., S.W.8.
Phone: Reliance 6661

SHIPLEY
Allan Jefferies,
120, Saltaire Road.
Phone: Shipley 54271

TRIUMPH
MOTOR CYCLE—CONTD.

WOKING
Erskine Motor Cycles,
Goldsworth Road.
Phone: 4800

T.W.N.
SCOOTER

MAIDENHEAD, Berks
Industria (London) Ltd.,
Eoya Valley Road.
Phone: Maidenhead 2480

VELOCETTE
MOTOR CYCLE

LEAMINGTON SPA
Beauchamp Motors,
71, Warwick Street.
Phone: 480

LONDON, S.E.12
A. H. Tooley,
Station Garage, Lee.
Phone: Lee 2574

SHEPHERDS BUSH, W.12
L. Stevens Ltd.,
147, 149, 151, Goldhawk Road.
Phone: Sho 1154/5

VILLIERS
MOTOR CYCLE

LONDON S.E.22
Bellamy's Auto Service Ltd.,
3, Lordship Lane, Dulwich.
Phone: New Cross 0666

LONDON, S.W.9
Pride & Clarke Ltd.,
158, Stockwell Road.
Phone: Brixton 6251

VINCENT
MOTOR CYCLE

LONDON, W.12
Conway Motors (London) Ltd.,
299-309, Goldhawk Road.
Phone: Riverside 5725

MITCHAM, Surrey
Millars Motors (Mitcham) Ltd.,
385, London Road.
Phone: Mitcham 0829

WATSONIAN
SIDECARS

BRISTOL, 2
Fowler's of Bristol,
79-106, Grosvenor Road.
Phone: 51538 & 9

LIVERPOOL
Cundle's,
41-61, Byrom Street.
Phone: Central 4148

LONDON, W.12
West London Motor Agencies Ltd.,
436, Uxbridge Road.
Phone: Sho 1121

SHIPLEY
Allan Jefferies,
120, Saltaire Road.
Phone: Shipley 54271

REPAIRS

LONDON, E.8
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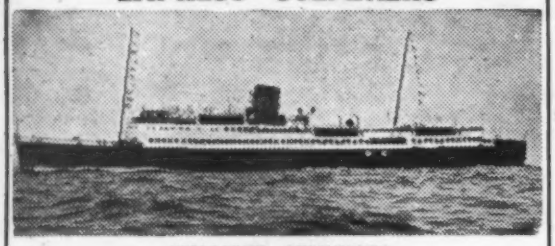

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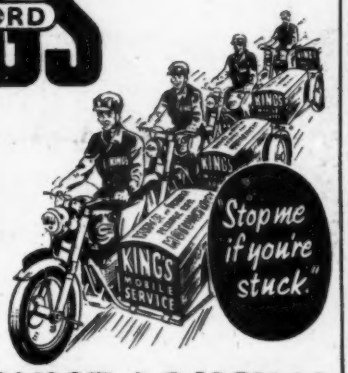

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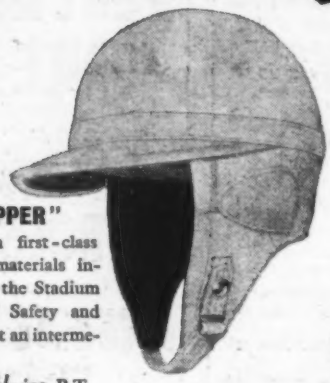

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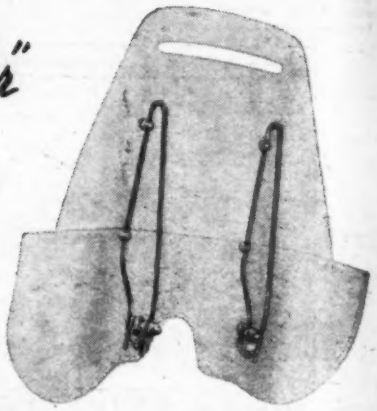

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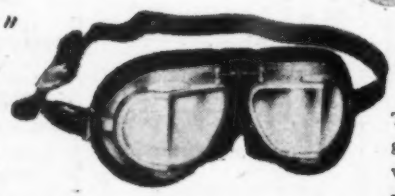

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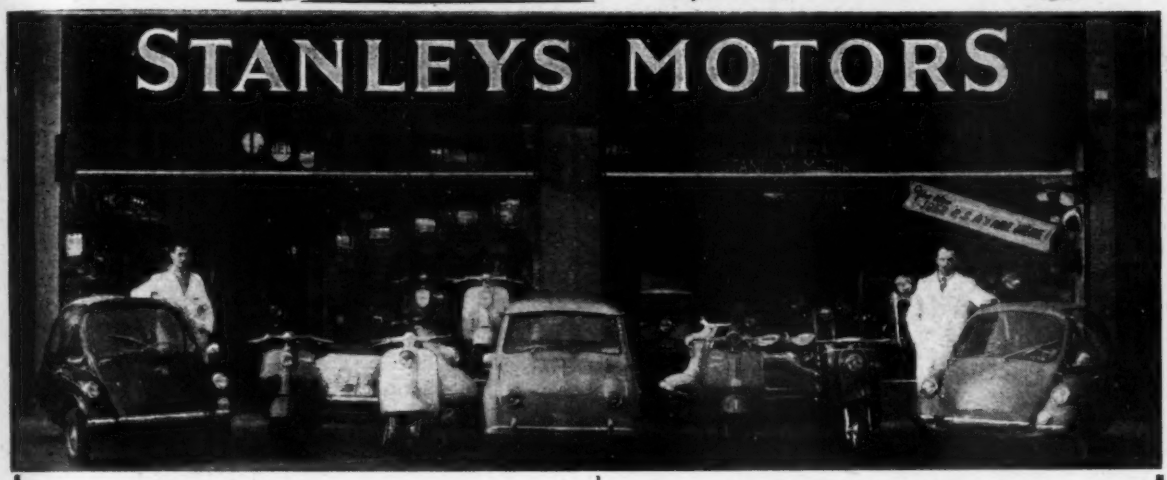

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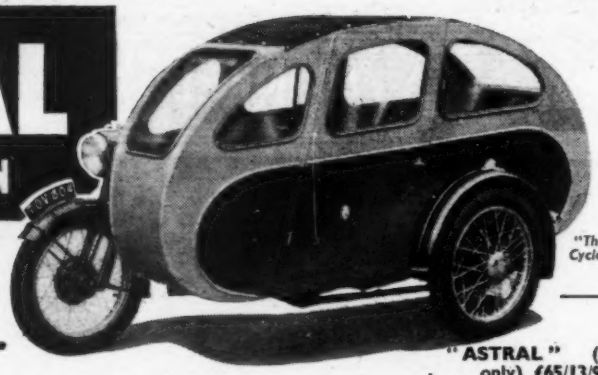

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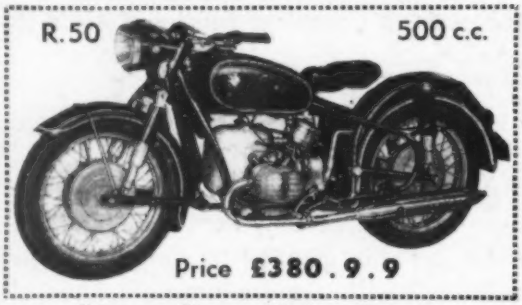

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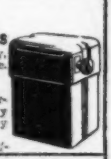

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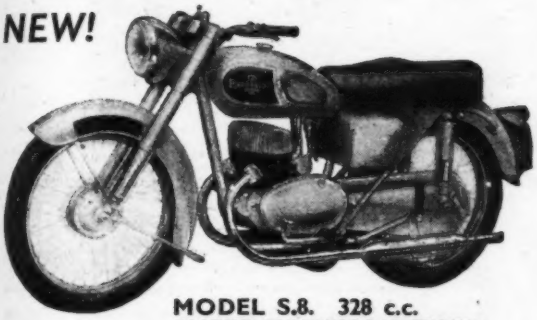

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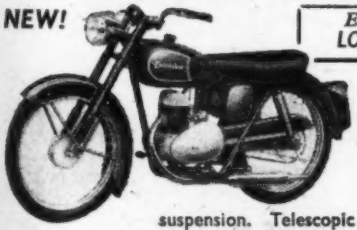

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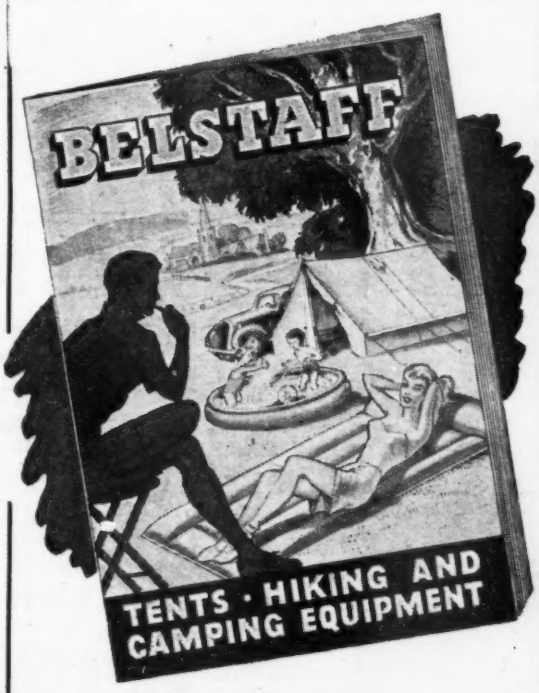

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THE MOTOR CYCLE

VOLUME 100 NUMBER 2864 6 MARCH 1958

Editor HARRY LOUIS

Assistant Editor GEORGE WILSON

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The Wisdom of Buying Now

BUY early: no advice is more fitting at this time of year. Only a few days ago a manufacturer of luggage-carrying equipment was discussing the problems that will confront him and his agents in a few weeks' time. Riders will decide to buy only a day or two before they are due to leave for a holiday. But stocks that were the maximum dealers could house may by then have been depleted and replacements be unobtainable because of the great demand. Unlucky riders will trek from shop to shop before finally obtaining what they want. Similar sorry tales crop up in relation to riding gear and even to machines.

Those looking for used models should already be scanning advertisements and visiting showrooms. Prices are low; there are plenty of machines on display; they can be inspected at leisure and in comfort and their pros and cons sifted carefully without the probability of the models being sold within hours. By Easter—perhaps earlier—prices will have hardened, choice will be reduced and buying will be keen. Yet another important point is that the sooner a secondhand model is in its new owner's hands the quicker he can make a start on any repairs necessary and on fettling it exactly to his own liking.

Similar reasons for early buying apply to new machines. A rider who orders later may have to put up with delivery delay—even though the machine he wants is before him on the showroom floor today. Far better to take delivery now or, if funds are low, to order right away and have the model delivered at a later date. A major attraction of having a new machine on the road during the next few weeks is that running-in can be unhindered by heavy traffic and be completed by the time the weather is at its best.

The true zest of motor cycling—particularly on large capacity machines—has to be experienced to be fully understood. As a healthy, invigorating pastime it is second to none. It opens wide vistas to hundreds of thousands. As compared with other forms of powered transport, the various types of two-wheeler, sidecar outfit and three-wheeler are inexpensive to buy and run.

Just how popular is motor cycling? As we closed for press, the preliminary returns for peak registrations in Great Britain last year were issued by the Ministry of Transport. The total for all machines in the motor-cycle categories was 1,471,392, an increase of about 150,000 on the 1956 figures. Throughout the post-war period registrations have mounted steadily, reaching one million for the first time in 1953 and continuing upward to last year's record. Such statistics speak for themselves—are eloquent testimony of the myriad attractions of the game.

Spring is just around the corner, Easter only four weeks ahead. Now is the thrilling season of buying and selling, of planning holiday jaunts

Occasional

The Motor-cycling Bug

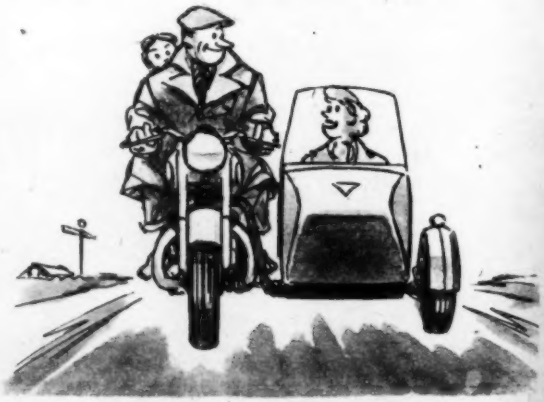
THIS is the season when thousands of novices take the plunge and buy their first motor cycle, while their more experienced brothers—with curiosity already conditioned by experience—wonder whether to make the old model do for one more year, or to be extravagant and try another make. This atmosphere naturally hurls an old-timer like me back across the gulf of years. Precisely why did I—when money was more than scarce—go and lay out precisely 10,800 pennies on a motor cycle? It was not a slavish surrender to fashion (there were very few other motor bikes in the county at that date). It was not the worship of quality, for money could hardly have been squandered upon anything so inefficient and troublesome as that first machine. It was not swank. Some extremely potent impulse or instinct must have had me in its grip. And it can hardly have been a false or bad impulse, or I should not have remained its slave after all these years. What, then, was it?

Was It Novelty?

A COMMON answer to this searching question may be "I'll try anything once." But I do not believe that novelty really weighed much with me, for my life chanced at that period to be almost wholly composed of novelty in other fields. I was already a tough cyclist with a huge mileage astern of me. Yet that crude, silly little engine with its trumpery pulley and its threadbare belt at one stroke promised (most deceitfully) to strip cycling of its laboriousness, and to increase its range and scope. Both these aspects appealed to me. Cycling rapidly exhausts one's immediate neighbourhood, after which it can sink to a rather utilitarian level. It also demands physical exertion to a degree which is initially excessive in hilly country (I dwelt among real hills) and often repellent after a hard week's work. I was also attracted by the opportunities for regular deliverance from certain dullish elements in my life and I would not undervalue the escapist aspects. We all have moods when it is pleasant to know that we can "get away from it all."

Travel Attractions

NOW I will disclose motor cycling's intrinsic and more exclusive values, which have kept me loyal to it across so many years. There were many, many days in the first year when I justifiably cursed the model and wished I had never



bought it. (Remember that it could be started easily and comfortably only down a gradient; that it was sheer blasphemy to breathe the word "reliability" anywhere near it; that it would not climb any long hill steeper than about 1 in 17 without violent pedal assistance.) But as my ignorance faded

Comments

by "Ixion"

enough to cope with its more common tantrums, I began to find real enjoyment in being wafted along effortlessly at about thrice the pace which any other existing vehicle could offer. It furnished an extremely pleasant way of getting about the country, provided you first vetted tour routes by the Gall and Inglis contour road books. Gradually, as I acquired confidence in my ability to coax it into keeping on the move, I actually found it possible to cover 100 miles in the day. After about a year I knew enough to identify the weak points of my first mount and traded it off for another of different make which was immune from the main faults of No. 1. After that, motor-cycle travel was travel indeed. Fair reliability had come to round off the picture. Thenceforward my motor cycle was a genuine asset, transfiguring an existence which for a couple of years or so would have been incredibly boring without it, and packing all my leisure with genuine thrills. Later I joined a small and select club, which operated a full summer programme. Soon there were few parts of England where I could not be sure of an unhesitating and warm welcome from a staunch little band of fellows as keen as I was. The motor cycle had assumed its full rank as a swift passport into excellent, deep and enduring friendships.

Your Turn Now

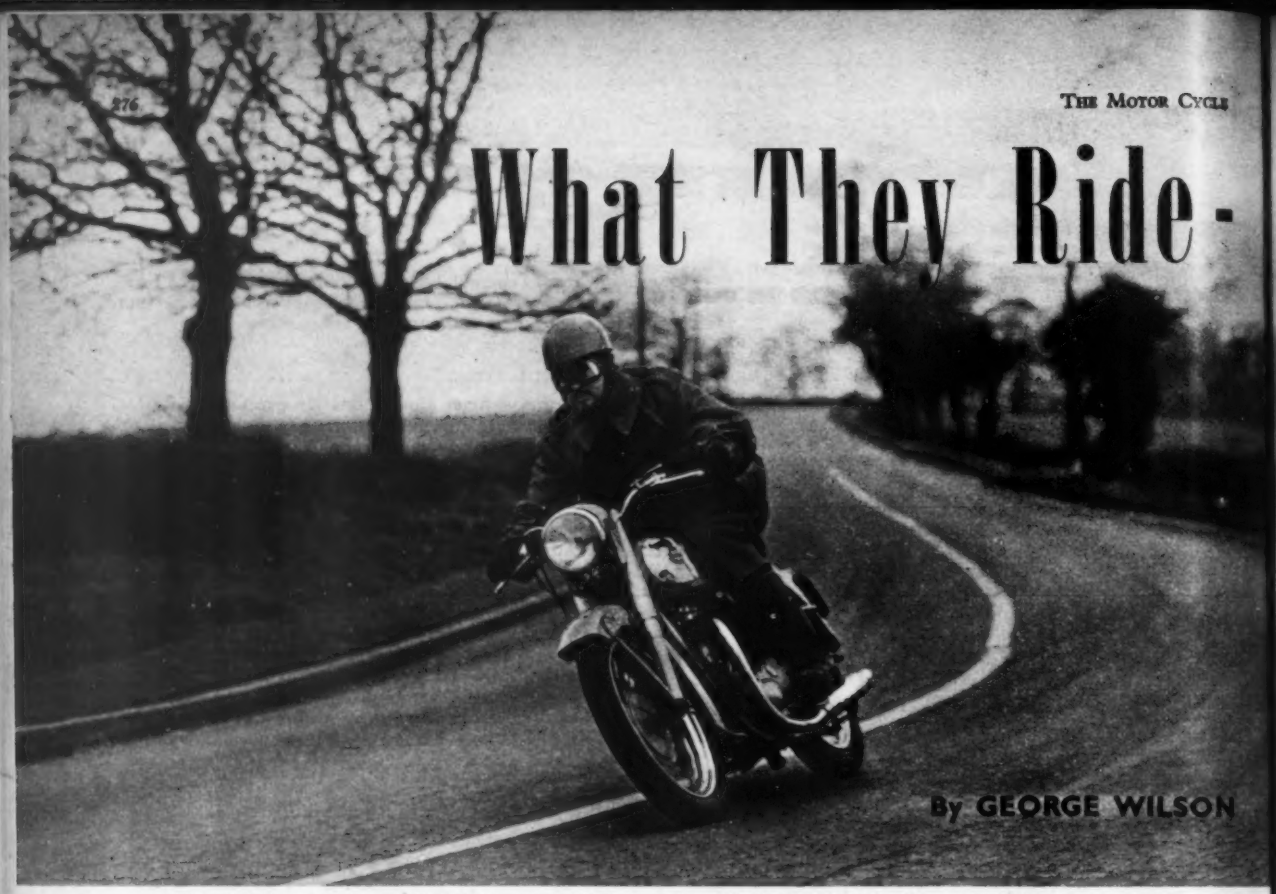
YOU of the younger generations are extraordinarily fortunate. Modern machines offer you absolutely dependable travel and can take you all over the world at speed and in safety. Novelty, travel, escapism, companionship (ye gods, what would I not have given in the old days for a dual-seat and a model which could take one?): all the old merits and attractions are still there, raised to the *n*th power. Lucky you! If you rightly envy us the empty roads of the early 1900s, we old-timers envy you more the stupendous quality of the 1958 models. Some of you still (I hope) recall how 1939 caught you with a machine which was already beginning to look rather shabby. It didn't seem the moment to spend your small savings on a new one and you decided to see how the old bus wore. War year followed war year, and VE Day found the model nearly 10 years old, and still fast, reliable and economical. There was some delay before the first post-war models appeared. So you hung on a bit longer; and when you

at last sold your pre-war job you were really almost ashamed and possibly even tearful. If any youngster is keen today, and cannot afford new prices, he can get a middle-aged Old Faithful with five years of useful life still left in her. Or he can buy a new little 'un.

Passenger Models

WHEN I started motor cycling, there were no passenger models. The sidecar was unborn. There were a very few "quads" capable of about 12 m.p.h. on the flat. One or two infantile tricars appeared, and folk lost thousands of pounds in the effort to develop them. The trailer was the most popular, though the girl in it got all the smell and all the dust. The fact was that wee engines and threadlike belts could not haul heavy loads. Today the passenger enthusiast can choose between the almost universal dual-seat, luxurious and utility sidecars in many handsome forms and three-wheelers, mainly small-capacity types which can be run on a shoestring. Mopeds, scooters, motor cycles, sidecars, three-wheelers—the selection is wholly bewildering!

What They Ride-



By GEORGE WILSON

Michael Liffin sweeps his modified Golden Flash B.S.A. through a right-hand bend. He rides a six-fifty because—see below!

Do You Want Power Plus or Merely Power? A Six-fifty or a One-nine-seven? Enthusiasts Chosen at Random Pass on the Reasons for Their Choice

"I USE a six-fifty because I want all the power going. I am concerned about running costs, yes. But motor cycling is my only hobby, my whole life in fact, and so I don't grudge what I spend on it." That quote is from Michael Liffin, a 26-year-old nurseryman, one of dozens of enthusiasts I have chatted with over the past week or two. I wanted to see whether I could obtain, first-hand, confirmation of the view that certain types of machine are best suited to certain types of work, and hence to certain types of rider. The enthusiasts whose comments form the basis of this piece are, I feel, using their machines to the best advantage. Let's see whether what they had to say carries a message; contains information that may help youngsters burning with the fire of spring and literally haunting dealers' premises.

Back, then, to Michael Liffin. His ironware is a 1954 646 c.c. B.S.A. Golden Flash converted almost to Road Rocket specification. That is to say the compression ratio has been stepped up to 8 to 1; a Shooting Star camshaft has been fitted and the magneto is equipped with finger control. That Small Heath hogbus takes Liffin to race meetings wherever they may be, to the West Country, or to his in-laws' place on the southern coastline. And it has to take him there fast.

His demands are exacting—and heavy. Time between home in Enfield and Silverstone has to be annihilated utterly; no other term will fill the bill. And because you can't motor like that and advertise the fact—because unobtrusive riding is essential—Liffin demands, as he said earlier, all the power that is going. There are other factors: Mrs. Liffin, for instance, occupies the back half of the dual-seat and her husband is nothing if not considerate. Big machines, he feels, sit better on the deck than do smaller models (even if they are assembled in the same plant). And yet another factor is that Michael is mindful of his spouse's peace of mind and so is careful not to disturb it by heading for traffic gaps in which the B.S.A. might prove an interference fit. That being so, he is concerned with more than a highish terminal velocity. He wants zip—tear-away acceleration from low down on the engine scale right to the top. At a flick of the wrist he wants to transform a trickling, gentle device into something apparently building up to what the boffins these days talk of as "escape velocity."

That, then, is part of the picture. A man seven years out of his teens, widely experienced, enthusiastic to the gills and a capable mechanic to boot. A six-fifty could not, in my view, be in better hands. True, it could be used equally satisfactorily by a man whose demands were less exacting, who would be happy with 60 or even 70 m.p.h. cruising, and who seeks that supreme motoring luxury—a reserve of power. The present-day big vertical twins fulfil these requirements pretty well to perfection. If you want to go fast, and if you have the experience to use between 35 and 40 plus b.h.p., then the biggest engines going should figure on your shopping list—and you can forget the rest.

At the beginning of that last paragraph I used the phrase "part

AND WHY!

of the picture." There is a reason. A prominent member of the Liffin household is a three-year-old girl, Diana. Very soon that Small Heath roadburner will, metaphorically speaking, don the grey silk topper and take unto itself a wife in the form of a sleek, low-built, waist-fitting sports sidecar.

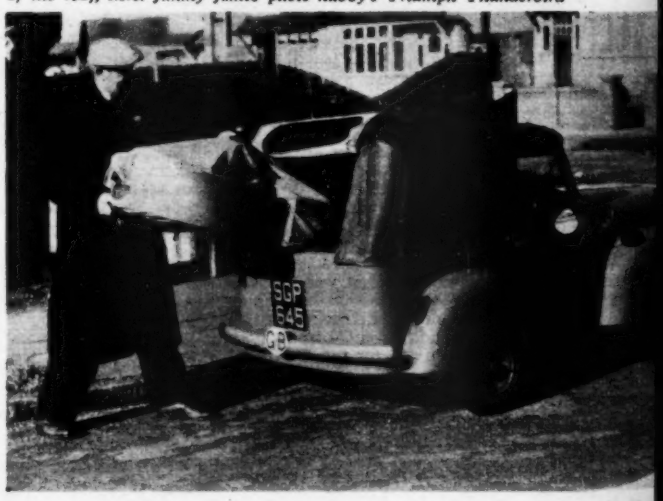
Old hands, looking back into the past through rose-tinted gig-lamps, will tell you in emotion-choked tones that the modern six-fifty can no more pull a chair than can the U.S. Army get a Jupiter off the deck. Is that really true? Is the obsolete vee-twin really the only answer to the family man's prayer? Let us hear from another roadburning type, from Dennis Eagle, who has hitched an S501 Steib to a 649 c.c. Triumph Thunderbird.

Eagle is 30, an enthusiastic member of the Triumph Owners' Club, and spends his days setting automatic tools in an engineering works in Walton-on-Thames. Like Liffin, he lives for motor cycling, to the extent that he visits sporting events almost as though he were a one-man Movietone News team. He goes nowhere without his ciné camera and battery-operated tape recorder. The sidecar is fitted partly because there is a Mrs. Eagle. Chiefly it is there because Eagle has a love of sidecarring that transcends even his passion for solos.

The outfit is never used utilitarianwise. It is a roadburning device pure and simple. It is used for long holiday tours, and when I say *long* holiday tours I kid you not. On one memorable occasion that outfit clocked 3,000 miles in a week, starting and finishing at Walton and taking in nearly the whole of Scotland between times. Eagle reckons on about 9½ hours running time for the Edinburgh-to-home gallop. Wear and tear, he reports, is no more than if the machine were used solo. The engine thrives on revs and makes no great demands for maintenance though it covers 1,000 miles a month summer and winter.

Will a six-fifty and sidecar perform equally well where collar work, as distinct from sheer speed, is the requirement? If Jimmy James' experience can be taken as a guide then the answer is an emphatic "yes." James is 37, an insurance broker, and his name will be familiar to all moto-ball devotees. Jimmy is one of the stalwarts of the Border Club team. For his weekend travel he uses a Triumph Thunderbird and Watsonian Maxstoke. He needs a two-seater sidecar to accommodate the two strapping youngsters

Above: An 18-year-old London compositor, Alan Price picnics during a run on his 498 c.c. A.J.S. twin. Below: "Wiggy" slips his double-bass into his Bond Minicar. Below left: Her two sons gleefully sticking out of the roof, Mrs. Jimmy James pilots hubby's Triumph Thunderbird



you see in the picture. And it is because of the combined loads imposed by the boys and the Maxstoke that Jimmy wanted 650 c.c. power.

The engine delivers enough poke to propel the outfit, fully laden, at 50 m.p.h.-plus and to have a stack of power in reserve. No log has been kept of running costs because motor cycling forms so much a part of the James family's fun. Joan—Mrs. James—uses the outfit as much as Jimmy does. She is no Amazon either. On the contrary she is very small! And the reason she can wheel the big outfit with the ease she displays is primarily that there are so many gee-gees under her right hand. Left-hand turns with a sidecar outfit require brahma-bull muscle if you have only docile power. But given the gun, the Thunderbird will sweep round the outside of the Watsonian with all the grace of a gazelle startled at the pool.

Five-hundred twins will yank sidecars, too, though what they lack in flywheel effect they do not all make up for in power (as does a machine with 150 or more additional cubic centimetres). One enthusiast with whom I chatted at Hampton Court a couple of Sundays ago had, indeed, swopped from a five-hundred twin to a six-hundred side-valve Ariel. He is Mr. Evans, of Wandsworth, London, a man who has passed the flush of youth, and to whom the use of high r.p.m. is anathema. His Canterbury child-adult in summer carries his wife and comprehensive camping gear. His teenage daughter rides on the bracket.

Left: A foreman engineer from the Birmingham area, Norman Eaton rides a 349 c.c. MAC Velocette to work on weekdays and uses it for weekend and holiday tours

Right: Dennis Eagle, an avid side-carrist, has a penchant for six-fifty Triumphs and sports sidecars. With this outfit he chalks up 1,000 miles every month and has covered 3,000 miles in a week's holiday

Considerations other than engine characteristics guided Mr. Evans towards a side-valve power unit. The VB Ariel fell into the price range he could afford without overstraining his resources to shear point. He is a busy man with limited leisure and wanted the side-valve's simplicity—the ease with which the head could be lifted, for instance, when the time came to shift the carbon deposit. He is happy with a cruising speed of 45 per but since holiday trips embrace steep Devonshire hills he wants genuine slogging ability. Fuel consumption works out at about 55 m.p.g., by the way, which is pretty well the figure he obtained with his twin-lunger.

If you are with me thus far, and you are young and find folding money hard to come by, you may feel that this article contains no message for you. Not so. One of my interviewees was Jeffrey Tabberner, 23, single, and an artist designer—whatever that may be—in a big-time publishing house. Jeffrey rides a 1954 197 c.c. Francis-Barnet, which he bought fourth-hand when there were 7,500 miles on the clock about a year ago. You will see from the picture that the model is sporting an L plate still. The reasons for that are several but may be summed up thus: he has not, until now, been worried about having a full licence! (He takes the M.o.T. test this month.)

Jeffrey was led to the Francis-Barnett by down-to-earth logic. Money was scarce. That was the most important single factor. He wanted a machine in as near apple-pie order as might be—so it had to be small (in terms of the size of the hole down through the pot). He didn't want to put up with the weight of a bigger job anyway; he didn't for a moment see himself as a Michael Liffin and his riding would be more or less strictly on a utilitarian pattern. That last consideration, too, made him decide on a two-stroke—maintenance would be simple. Scooters be ruled right out of court as being too expensive.

Today the Fannie Barnett's clock reads 11,000 miles. The bulk of Jeffrey's mileage has been run up between his home and his office since, even counting depreciation, it is cheaper that way than using the train. In addition to its pottering in London the model has twice been to Taunton, some 165 miles away, and it has occasionally been to Eastbourne and back in the day. Has his choice proved wise? Michael feels that, for his novitiate, the machine was exactly right. Today, with a year's experience behind him, he confesses that he would like something bigger, and is casting sheep's eyes at secondhand two-fifties and three-fifties in the £100 class.

T'was ever thus. You can always go up in the capacity scale—but there are few who will willingly return down it. Yet in Sutton Coldfield, Warwickshire, there is just such an enthusiast. He is a youngish 51, a foreman fitter, and his name is Norman Eaton. He rides a 349 c.c. single of the MAC Velocette ilk and chalks up 120 miles every week between his garage and his workplace. The three-fifty provides all the acceleration needed on the rapidly hardening road arteries round Birmingham and, at the same time, it is light enough to be easily manhandled. Norman reckons that the Velo costs him about 10s a week.

The machine is not used solely for the daily ride to the workbench. Regular weekend runs are a part of its routine. It carries him on holiday trips to the Isle of Man one year and to Scarborough the next. He is perfectly happy with his choice—yet he is coming down the scale. The MAC is likely to be swopped for that silver-voiced twin from the same factory, an LE. The reason will seem very pedestrian to youngsters and may even make them think twice about marrying one day: Mrs. Eaton feels that, with an LE, conversation will be easier when they are on the move.

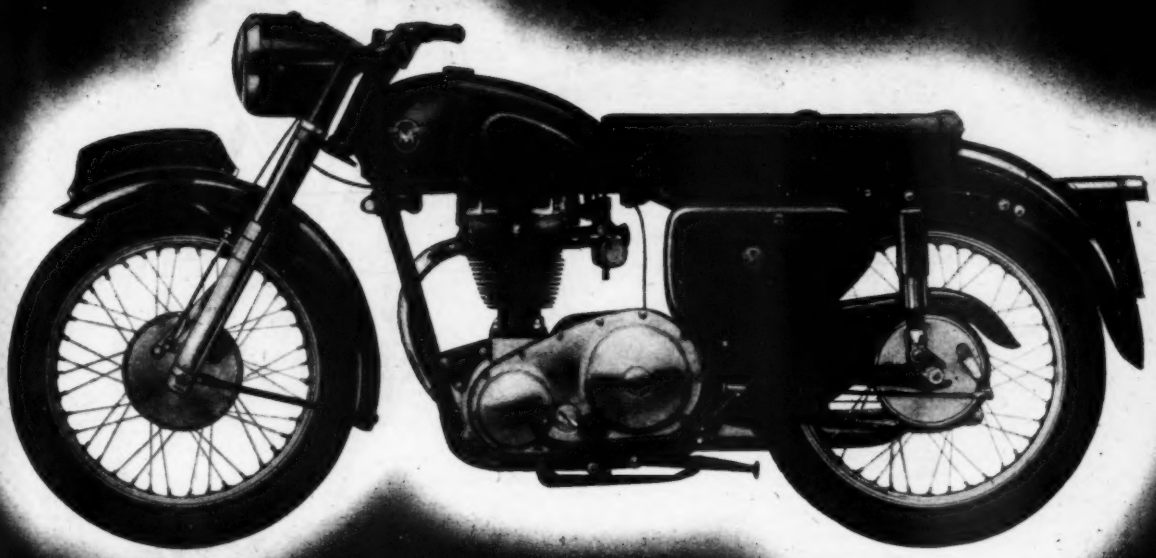
Proving that reverting to a smaller engine is not Mr. Eaton's prerogative alone, let me introduce to you a very good friend of mine, Fred Wigston, the erstwhile owner of many rumbleguts side-car outfits and by profession a musician—a double-bass player. He found that the overgrown fiddle was a tight fit in most sidecars. And that, plus pressure from Mrs. Wigston, transferred him two years ago to another type of three-wheeler, to a Bond Minicar. Ordinary small cars were considered, but abandoned because they would not house the double-bass. He feels now that the Bond designer is a secret skiffle fan with pronounced leanings towards his vast instrument, for no other vehicle is so adequately equipped for its stowage. One has simply to undo the flap at the back of the hood and slide the bass in neck first!

From his point of view the little vehicle has many other advantages. Traffic, in the vicinity of the theatres and studios which are "Wiggy's" places of business, is always thick. And nothing can move more swiftly out of a line of parked vehicles than can a Minicar. The front wheel, as you are probably aware, can be turned through virtually 180 degrees. Then there is economy. Not more than 80 but never less than 70 m.p.g. is that Bond's consumption.

After 30,000 miles the engine has still to be rebored and not a single bearing has been touched. Cruising at 35 to 40 m.p.h., the vehicle has been abroad twice—to France, Holland and Belgium—and it has been to almost every large provincial town in the British Isles. It can be draughty, but then it does keep out the rain. Its finish after two years is incredibly good. But all these advantages considered, sifted and weighed in the balance, the most astonishing factor is that a man like "Wiggy," a man who at one time cruised in the sixties, is now happy to potter on the depressing side of 40. It is another manifestation of the attraction that the small three-wheeler is showing towards so many people—motor cyclists and non-motor cyclists alike.

Of course, the fact that no "dressing up" is necessary is important so far as Mrs. "Wiggy" is concerned. And you don't need me to remind you that it is a major factor, too, in the popularity of scooters. One of the scooter enthusiasts to feature in my poll is Margaret Yoxall, a scientific assistant at the National Physical Laboratory, now spending much of her working life operating a £12,000 electron microscope. No blue stocking, Margaret is 18½. And she is so attractive as to make me turn my aged head as she passes, travelling in the opposite direction, in Kingston each morning. She rides a scooter because, without it, she would be quite unable to cope with her many and diverse interests.

Attending Sea Rangers, for instance, every Monday evening calls for a quick run home from the N.P.L. (at Teddington) to Worcester Park—a cross-country seven-mile journey taking 15 to 20 minutes, a hasty meal and a change into the rig of the day. Then back on the Vespa to the river at Kingston; and all in less time than the single journey would take by public transport—and at a third of the cost! On Tuesday evenings there is again a double journey into Kingston, this time to attend evening classes at the Technical College. Wednesdays usually involve a rather greater mileage, because Margaret either travels up to town to do some window shopping—with an eye to bridal dresses for wear



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next July!—or she goes over to London Airport to visit friends made when she was a meteorological officer there.

Thursday is a busy day for the Vespa (affectionately nicknamed *Sputnik*) because not only are there classes to be attended at the Technical College morning, afternoon and evening but, during lunch hour, she reckons also to go provision hunting in Kingston market.

On Fridays, at the end of N.P.L. duties, there is again the need for quick door-to-door transport, this time in order to attend the Girl Guides evening at Sutton. A final regular weekly journey on *Sputnik* comes on Saturday afternoon when Margaret turns out to keep goal for the Air Ministry women's hockey team, thus adding an average of 30 miles to the weekly total. Instead of having to struggle on board buses and trains while carrying hockey stick, leg-guards and other clobber, she uses two elastic cords to hold the gear to the luggage grid, and the hockey field is reached without her feeling that she has already been through a Rugby scrum. That schedule accounts for an average of about 160 miles a week, but to this must be added a considerable mileage for more personal affairs. On the Vespa's mileage recorder is 13,500 miles, totted up in 18 months.

Only two more interviewees remain. The first is Jim Smith, a 30-year-old draughtsman from Stratford on Avon. He began his motor cycling career with a two-fifty and later progressed to five-hundreds—one of which was a comp job with which he went scrambling in a mildish way. His chief need was for transport, however, rather than for sport, and he decided that what he really wanted was a two-fifty—light, handleable, inexpensive to ride—an approach towards the ideal, in fact, for his purpose. His choice, an Excelsior two-stroke-twin Talisman, covers some 85 to 90 miles on a gallon of petroil. With his wife on the pillion he has enjoyed extended tours to Scotland, Cornwall and the Lake District without the little engine ever once running short of breath. He can cruise happily at 45 m.p.h., and more should he want to, and is entirely satisfied.

Purposely I have left for discussion until last what for years and years, and years, has been the traditional British roadster, the five-hundred. Its popularity has been somewhat shaken since the advent of the six-fifties and seven-hundreds but for many readers it remains, and always will remain, their favourite type. A two-pot five-hundred is just a shade lighter than its larger contemporaries. Sports editions are fast enough to satisfy most people's needs. Five-hundred singles are generally a few pounds lighter than are twins, and have that very desirable characteristic called flywheel effect in greater measure. Though a single may speak with louder voice than a twin it has a charm all of its own.

Oddly enough, I found some difficulty in locating my own conception of what I might call a "five-hundred type." Until about five years ago, he was in his mid-twenties and a rider of fairly wide experience Today, my survey shows him to be younger,

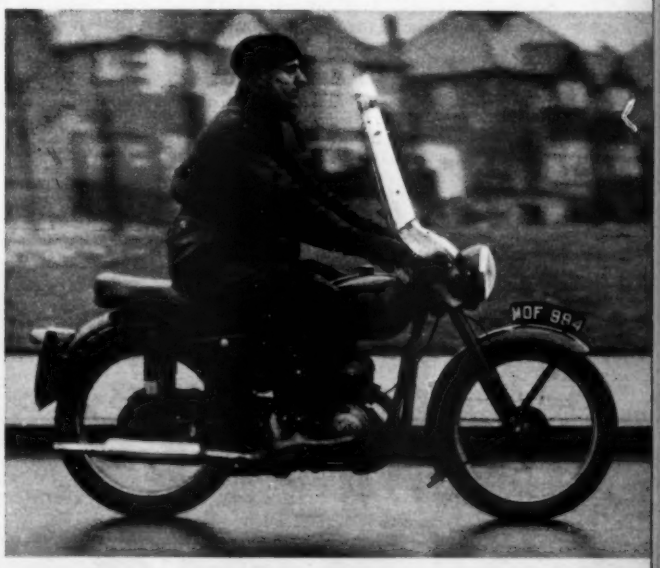
Margaret Yoxall, an active 18½-year-old scientific assistant, rides a Douglas Vespa. Behind her is a portable "garage"

and in his late teens or early twenties. There was Alan Price, for example, an apprentice compositor from North Cheam, Surrey. Now 18, his career on powered wheels began in September 1956 with the purchase of a one-nine-seven James. That was kept for only seven months, replaced by a three-fifty B.S.A. and his present five-hundred—an A.J.S. twin—was bought some eight weeks later.

The speedometer reading then was 6,000. Today it is in the region of 13,000 and no spares of any sort have so far been wanted. The Ajay is ridden into London every day. In fastish company it is out every weekend and last summer was taken on a tour of Snowdonia. Cruising speed is usually sixtyish and fuel consumption about 65 m.p.g. Running costs? The A.J.S. is just a bit of a strain on an apprentice's financial resources. Comprehensive insurance for a year—about £14—is the biggest single item and next year a third-party, fire and theft policy only may be tried.

Spring, then, is in the air. The open road beckons with magnetic power. If you are on the threshhold of becoming a motor cyclist don't hang back—but suppress the ants in your pants just long enough to ensure that you are making the right choice. Good hunting—and good riding in the warm, balmy, palmy days ahead.

Below are two riders whose machines are used for utility work and recreation—but chiefly for workaday transport. On the left is Jeffrey Tabberner (197 Francis-Barnett), a Londoner, and on the right Jim Smith (248 Excelsior twin), from Stratford on Avon



Farewell Moto-Giro

PETER COLLINS LOOKS BACK ON TWO OF THE WORLD'S MOST SPECTACULAR, LONG-DISTANCE ROAD RACES

Front cover of the Giro d'Italia programme for 1957

WITH the cancellation by Government decree of the Giro d'Italia and the Milano-Taranto road races, not only Italy but the whole world of motor cycling loses two of its greatest spectacles. That may seem a bold statement, the more especially when few people from outside Italy have even heard of the meets, let alone watched them. But look for a moment at the evidence.

First the "Giro," run initially in 1953. Limited to machines of not more than 175 c.c., it was a spectacular point-to-point run over nine days and covering some 1,300 miles of ordinary Italian roads in laps that varied from a mere 50 miles to almost 300. A reasonable week's frolic for the tourist—but try it under racing conditions, and you have a job in hand. Add to that the fact that it was run in April, which invariably meant several days of foul weather, and the "Giro's" claim to be the toughest, if not the most difficult, of motor-cycle races has to be seriously considered.

Machines fell into two categories: the series-derived or production models, roughly equivalent to the sports machines produced in Britain but more highly specialized; and the so-called sports class, which in Italy means, in effect, pukka racing machines limited only by certain dimensions, by fuel requirements and by the need for reasonably complete road equipment.

For the last two years, the race was run in appalling weather, and that single factor was perhaps one reason for the astonishing result in 1956 when the favourites—the factory entries in the 175 c.c. sports class—came to grief one and all and the race was sensationally won by Giuliano Maoggi on a 125 c.c. overhead-camshaft Ducati, with his team-mate Paolo Maranghi second. The best that a one-seven-five could do was a third place by Walter Tassinari on a Morini, while fourth came Osvaldo Perfetti, whose series-production Bianchi provided another surprise—but not so much as earned by the fifth man home, Alberto Gandossi on a Ducati of only 98 c.c.! Maoggi put almost 62 miles into each hour of the 25 he took to complete the course and even the tiny Ceccato, which won the 75 c.c. sports class, averaged over 56 m.p.h. A series-production Laverda 100 came home at 60 plus.

Then to 1957. Worse than ever before, the weather provided snow, hail, sleet or rain on seven of the nine days. But this time the one-seven-fives made no mistake. In fact, all the manufacturers seemed to have found reliability at once! Remo Venturi, who had all but won on three of the four previous occasions, came home first, riding a factory-prepared MV Agusta with Alberto Milani second on a similar machine. The winning average was 65.28 m.p.h. Then came Emilio Mendogni (Morini), Carlo Carrani (Mondial), Pietro Carissoni (Gilera twin), and Gino Franzosi (Bianchi); five different makes in the first six places!

Tremendous enthusiasm greeted "Giro" winners. Here is the scene after the 1955 victor, Emilio Mendogni (Morini), reached the finish

If the Giro, covering 1,300 miles in nine days, provided a tough test for man and machine, what of the Milano-Taranto, run in a single lap from one end of Italy to the other? Unlike the Giro, the Milano-Taranto was open to machines of up-to-500 c.c. capacity; sidecars and, at one time, scooters were included, and its history goes back to 1919. Then it was the Milano-Napoli, and the first event was won by a 350 c.c. Garelli at just 24 m.p.h. From then till 1936 it was won by a variety of machines; Indian, Harley-Davidson, Frera, Bianchi and, for the last three of those years, by Moto-Guzzi. The Mandello people continued their winning break with the first race on the new, full-length Milano-Taranto course in 1937.

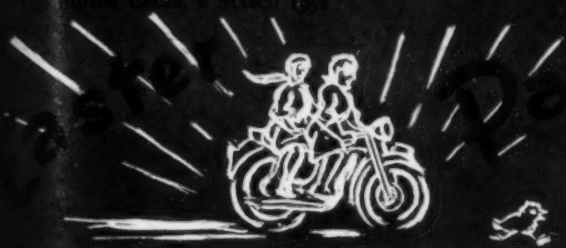
The Milano-Taranto has been almost a preserve of Guzzi and Gilera, with six wins for the former, four for the latter, at least so far as the outright winner was concerned. Only in 1954 was there an "outsider" victory—by Venturi on a Mondial; but his winning speed, the lowest since 1933, shows what happened to the leaders who, one by one, blew up or otherwise fell by the wayside.

Since the war, one man has dominated the Milano-Taranto: Bruno Francisci, burly Rome Moto-Guzzi agent. His victories in 1951 and 1952 for Guzzi were crowned, in 1955, by a fantastic ride for Gilera. That year he rode the grand-prix four, adapted just enough to comply with the regulations, and completed the 875-mile course in just over 11 hours—11 hours of handling a modern racing model over rough Italian roads in the broiling heat of a mid-June sun. It's easy to see why Bruno is the hero of every Italian boy who has ever watched the Milano-Taranto.

But if these races could claim to be perhaps the world's longest and toughest, the interest didn't end there. They were remarkable, too, for the tremendous support they received from Italy's motor-cycle industry. There were 25 makes in the 1957 Giro and in the list for the 1956 Milano-Taranto I find 36 makes, mostly represented by factory entries. And among the independents were Norton, Triumph and B.M.W.

Nor were they there just for publicity. In the first three places of the various classes of the 1956 "Giro," 10 different marques were represented; in the Milano-Taranto, small firms like CM and Motobi dominated, for example, the 250 c.c. categories, where these two types of twin two-stroke have shown themselves not only as reliable as the sports two-fifty Gilera and Guzzi, but considerably faster. One wonders if a well-prepared team of British entrants might not, with reasonable luck, have carried off the major prize and won the race outright.

Now, it is too late. Last year saw the fifth Giro d'Italia won suitably enough by Venturi—the only man to carry off both events. Then came the terrible accident in the car Mille Miglia, with the death of a whole group of those spectators who insist on lining the roadside during every race in Italy. The public outcry and the alarm of politicians were too much. The Mille Miglia and many other races have gone, and the "Giro" and the Milano-Taranto, whose accident record is many times lower, must go too. Perhaps, like the Mille Miglia, they will be revived on a regularity basis—but never again, for nine days in the spring and one glorious day in summer, will Italy's towns and villages see the cream of their country's machines and riders competing in the Moto-Giro d'Italia and the Milano-Taranto. And the more's their loss.



Four weeks to Easter, or just 29 days in which to decide to splash out and buy a new bike in time for the longest Bank Holiday of the year. If you decide on a Francis-Barnett, we will make sure that you are on to a really good thing and one which will stay that way for a long, long time

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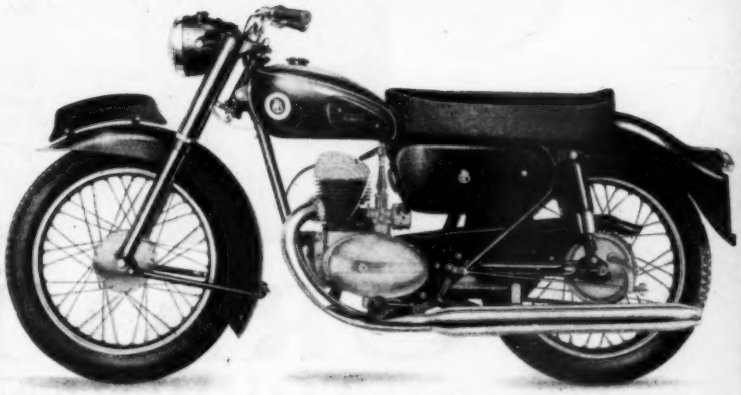

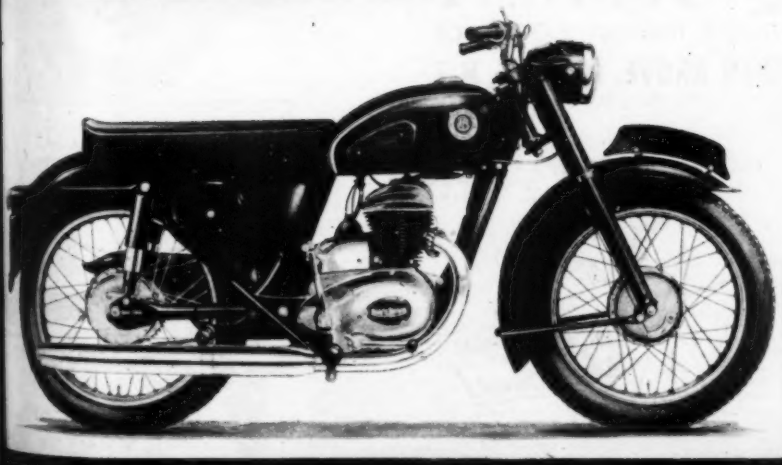

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On the Four Winds

BY "NITOR"

GRASPING THE NETTLE Our associated journal *Flight* provides me with many hours of happy reading. My opposite number on that august sheet is one Roger Bacon, who writes a weekly column entitled "Straight and Level." In last week's issue he quoted a Briton, now in the U.S., as saying, "These people don't *solve* problems, they trample them to death." His words recurred to me on a quick visit to one of our famous factories. I was shown the plans of a machine that could revolutionize accepted ideas of a motor cycle. Indeed, I was shown more than plans. I saw pressings and castings for a design that took my breath away and will take away yours, too, when the veil of secrecy is ultimately raised. I wish I could name the factory but my lips are sealed, for the time being at any rate. Of course, other factories, too, are bending themselves to the task of designing and perfecting new models. What I am very much hoping is that when, a year or two hence, foreigners see the fruits of these behind-the-scenes labours, they will say to each other: "Those English don't *solve* problems, they trample them to death."

USE THAT PADLOCK Last week, a friend of mine had a heartbreaking experience. His machine, a Triumph Thunderbird in the acme of condition, was stolen. Thieving of this kind is no longer prevalent. The gangs who operated a few years ago on a fairly large scale are mostly broken up, and thieving today is chiefly the work of no-goods out for a lark. My friend's machine disappeared from outside a London club. The only precaution taken to ensure its safety was that the ignition key had been removed. The Triumph was therefore an easy prey. I have brought this distasteful matter to your notice for only one reason: to pass on the warning that isolated theft is still carried on by unscrupulous individuals. If you have to park your road-burner at the kerb or in an unguarded car park, do lock it up or otherwise immobilize it completely. Time is the thief's biggest enemy. Delay him only marginally and it is likely that he will give your model a miss.

IN HIS OWN JUICE That Old Testament quote, "For they have sown the wind, and they shall reap the whirlwind," came to mind the other day when I read that Sir Robert Watson-Watt, the very father of radar, had brushed with the law. According to a report in the *Sunday Times*, he was caught speeding in a radar police trap. It speaks highly of his sense of propriety that his vehicle was not immunized by a field of anti-detection rays. He was not, I gather, even carrying a load of tin foil. (When Mrs. "Nitor" was in a radar section during the war Sir Robert's picture, I am told, decorated the wall above her bed space. He was her pin-up! Which is perhaps another reason for my reacting cynically to his reaping the whirlwind of the ill-used harvest of his brilliant mind.)

THE TRIALS MAGNET Is there any pastime more refreshingly rewarding than spectating at a trial? For me there simply isn't. I rode up to Church Stretton for the Victory Trial, the report of which you read in last week's issue. Because the weather was poor the roads were virtually empty. Few other spectators cluttered up the picturesque Shropshire lanes. These factors added enormously to my enjoyment of the weekend. It was bitterly cold, some said, but my companion and I hardly noticed that as we sped hither and thither, slush spewing up from the front tyre in a musical bow-wave. The standard of riding in present-day trials is incredibly high, so that every charge provided an exciting spectacle. That avid enthusiast Ralph Venables looks on at one or more trials most weekends. I can well understand their magnetism for him.

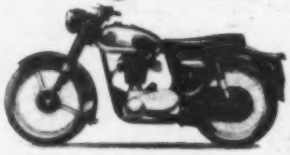
SIDECAR DRIVING A young reader has written in humorous vein to tell me of his early experiences while learning to drive a sidecar outfit. He speaks of "bad-tempered crabbing" when he tried to turn right and of the sidecar wheel trying to lift when he attempted to sweep to the left. Frankly, I think he must be a duffer! There is nothing complicated about piloting a sidecar outfit. Indeed, a young friend of mine, only a week or two ago, taught himself to drive without the slightest qualm. Since he was a good soloist I loaned him an outfit temporarily in my charge. He collected it in the evening when traffic was thin, drove it home, took his attractive young wife out in the sidecar on Saturday and Sunday and, a few days later, drove the outfit (with the sidecar empty) to Birmingham. Yes, it can be as simple as that—provided you concentrate on the job.

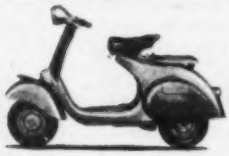
CANAL BATHING I am assured that the ensuing tale is absolutely true. It concerns a Francis-Barnett rider who, during a journey in pea-soup fog through the Romney Marshes, rode clean into a canal. He swam ashore, returned to the scene of the mishap next day and, stripping off, dived in where the machine was just visible. Ropes were attached and without too much trouble the machine was dragged out of the water and up the bank. That achieved, the carburettor was emptied and cleaned, the plug dried and the flywheel-magneto cover removed so that the sun could get at the internals. No water had entered the fuel tank although the machine had been immersed for some 13 hours. After about an hour, in fact, as soon as it was felt that the ignition coil had dried out, the engine was prodded—and it started without trouble. Enthusiasts informed of the episode have found a pinch of salt has been necessary in order to make the details palatable. I should have been more puzzled had the machine refused to start.

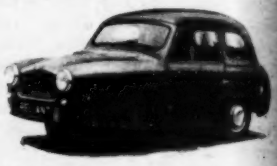
Last May, to obtain photographs for illustrating an article written by a skilled motor-cycle thief, a member of the staff "stole" a machine. Here is the "thief" in action (see "Use that Padlock")

A Pot-pourri of Brief Hints on a Topical Subject . . .

Buying and Selling







DECIDE IN your own time and never be rushed into buying—that is a good maxim when choosing a model, new or used.

THOUGH THE PRICE of a used machine with a written guarantee may be slightly above average, the few pounds extra can be money well spent. Make certain you are to get a written guarantee; read it and ascertain just what it covers before you finalize the deal.

WHEN RECKONING how much can be spent on buying a machine, potential new riders should remember to budget for purchasing good riding gear in addition to the cost of insurance, vehicle licence and driving licence.

IF YOU ARE BUYING privately, be absolutely sure the machine offered is owned by the seller—that it was bought outright by him or that any hire purchase arrangement has been fully paid up. Ask to see the receipt and the registration book and if you then have any doubts—especially about a hire purchase agreement being still in force—put the onus of proof of ownership on the seller. Should proof not be forthcoming, consider the deal off. No reputable dealer would, of course, attempt to sell a machine on which there was any query about ownership.

REGISTRATION BOOKS are not a complete guarantee of ownership and are not infallible as regards details. Year of manufacture has a big influence on market price. Where the date of first registration does not seem to tally with the model offered, check with the manufacturer. Supply the engine and frame numbers and the manufacturer will tell you when the machine left the factory.

UNLESS you are knowledgeable and can do your own repairs, steer clear of used machines offered at prices well below market levels because they "need attention."

THE ALLOWANCE offered on a used machine which is traded in against a new or another used model is, to some extent, influenced by the price of the latter. The basis of part-exchange valuation is the saleability of what you are offering compared with what you propose taking. You will probably do very well by offering a popular two-year-old lightweight two-stroke against a year-old family sidecar outfit—but do not expect the same satisfactory result the other way round.

FOR HIRE PURCHASE the law insists on a minimum deposit of 33⅓ per cent of the cash price and a maximum period of 24 months for payment of the balance. Interest charge on the balance is usually 11 per cent per annum; thus on £100 spread over 12 months the interest would be £11, over 18 months £16 10s, over 24 months £22. Examine the terms of a hire-purchase agreement and be sure you understand them before signing the contract. Invariably finance houses insist on comprehensive insurance of the machine.

THE NORMAL motor-cycle insurance policy covers the holder alone in the use of his own machine and when riding somebody else's provided his own is not in use. When riding another machine it is usual for the cover to be restricted to the third-party minimum required by law (for example, the accidental-damage clauses of a comprehensive policy would probably not apply). These points should be borne in mind if you are permitted to make a trial run on a machine you have in mind buying or when allowing a prospective buyer to try your machine. Remember, too, that insurance protection is invalidated if the rider has not held a driving licence or is disqualified from obtaining one. Although you may not be directly guilty in breaking the law, you can be involved in proceedings for aiding and abetting.

WHEN VETTING a secondhand machine you expect it to be clean and in reasonably neat trim. Hence, if you are selling, spruce up your model thoroughly and see that all the adjustments are spot on. Nothing will put off a prospective buyer more certainly than difficult starting, an uneven tickover, frayed control cables, slack chains and similar signs of neglect. Avoid botching and, above all, do not attempt to hide rust and other paintwork blemishes by slap-dash enamelling. Do the job properly or not at all.

UNLESS THE MACHINE to be sold is a modern and expensive model in sound mechanical condition, the cost of professional enamelling and replating to remedy a deplorable external appearance is unlikely to be recovered in the selling price.

APART FROM external appearance and mechanical condition, the price a used model will fetch depends on the model (a 1955 six-fifty twin will obviously be worth more than a one-two-five of the same year), year of manufacture and market supply related to demand (affected by time of year). In a private deal you are likely to get a better price than if selling straight (no part-exchange) to a dealer; but in a private deal a buyer expects to pay rather less than a dealer's price.

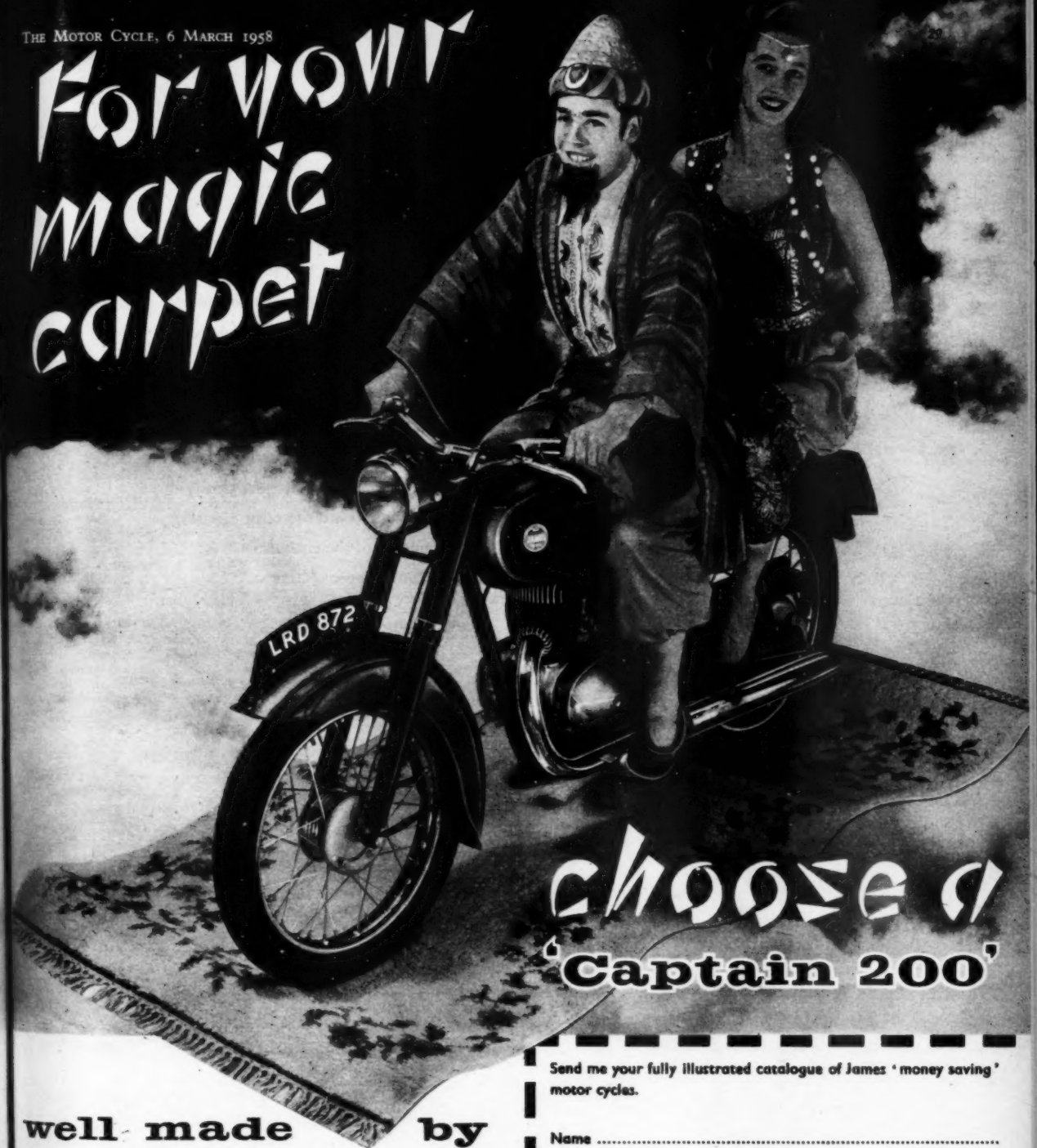
MOST AMATEUR SALESMEN talk too much and try to "oversell." Callers to see a machine should be received politely and their questions answered fully but without exaggeration.

IF YOU ARE SELLING a machine privately and decide to advertise it, such as in the classified columns of *The Motor Cycle*, the wording of the advertisement should be short yet descriptive. Mention the make, type, year of manufacture and price of the machine; state its condition in two or three words; give the address (and telephone number, if applicable), and if the machine may be seen only at certain times, say so; should you not wish to disclose your address, use a box number.

SHOULD YOU HAVE accessories or spares which can be used only on the machine you are selling, let the buyer have them as included in the price or as extras for an agreed sum. Otherwise they are likely to lie in your garage and eventually become scrap. It creates a good impression to offer a machine with its tool-kit, pump and instruction book.

HAVING OBTAINED a provisional driving licence, completed all other formalities and finally bought a machine, the novice should not attempt to ride if he has never previously handled a machine. Seek the guidance of an experienced friend who is prepared to explain the technique of riding. Alternatively, attend a course of instruction under the R.A.C.-A.C.U. Training Scheme before taking delivery of the machine. Details can be obtained from the Motor Cycle Manager, Royal Automobile Club, 85, Pall Mall, London, S.W.1.

For your magic carpet



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Send me your fully illustrated catalogue of James 'money saving' motor cycles.

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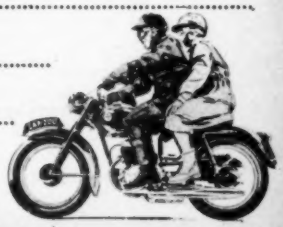


DEPT. M.C.E.
JAMES MOTOR CYCLES LTD
GREET · BIRMINGHAM 11

handsome

The Greeks have a word for it . . . KALOS. Adonis was heralded by the Greeks for his graceful masculine appearance and he is often acknowledged as an example of physical perfection.

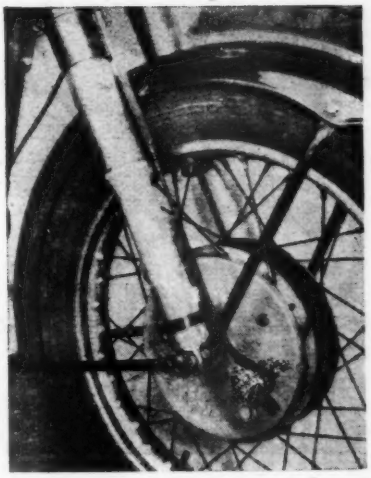
Nortons have a word for it . . . **DOMINATOR 99.** Proclaimed by the majority of the motor cycling fraternity as the machine to suit the most exacting requirements of the enthusiast. A truly handsome machine.

NORTON MOTORS LIMITED

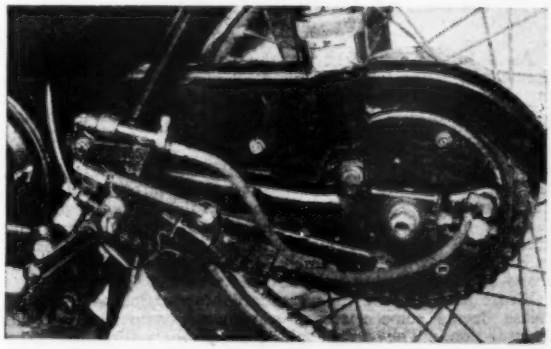
THE UNAPPROACHABLE · THE WORLD'S BEST ROAD HOLDER · Norton

BRACEBRIDGE ST., BIRMINGHAM, 6

Letters to the Editor



On the G.B. hydraulic brake control described in the news pages, a plunger unit replaces the conventional cam between the brake shoes



The same principle is used for the rear brake. In this case the primary unit is actuated by the usual pedal. For the front brake a special lever is used

Trials Observer Shortage

American Enthusiast Suggests a Solution

MAY an interested Yank put in two cents' worth on the present problem of the shortage of trials observers? The Sports Car Club of America had a similar problem with a lack of competent flagmen and communicators at race courses. A partial solution was found through organizing schools for such personnel during driver-training sessions—killing two birds with one stone, so to speak. Those passing the course satisfactorily are given a licence, in much the same way as a competition driver. Such licences are recognized in all the regions of the S.C.C.A. The result is an upgrading of safety, driver confidence and efficiency.

Why should not the clubs in adjoining areas get together and run a joint training programme, then take turns trading officials for the various meetings? Perhaps a distinctive armband or lapel badge would be in order. The A.C.U. might even give a national certificate of competence. It seems to me that rider confidence in the impartiality of observers would be increased, the non-competing enthusiast would have an opportunity for a certain amount of prestige and the organizers' job would be made easier and more efficient. RICHARD H. POE

Vaud, Switzerland.

Headlamp Switching

Simple Scheme Effective Over Three Years

LIKE Ian Leslie (February 6), I use a separate switch consisting of a non-earth-return horn button fitted on the clutch side of the handlebar next to the existing horn button and connected to the main feed and headlamp terminals of the switch. This enables me to "blip" the headlamp in either the dipped or head position—as selected on the dip switch—at any time whether the main switch is in the off or pilot position. The button can be thumbed while the clutch is operated and used simultaneously with the horn. The onus is still on the designers to make things easy and this, I suggest, is an easy remedy and a minor modification for a factory to make.

On my 6T I tapped and fitted a modified Triumph horn push by the side of the usual one and wired it through the handlebar for neatness. For two years on the 6T and one year previously on a Royal Enfield the scheme has proved most useful with a master switch under the seat to stop the little horrors (including mine) giving the battery a pasting. F. PAGET

Nottingham.

Footpaths and Bridleways

Parish Councillors Invited to Attend a Trial

TOUCHING on Ralph Venables' remarks about meeting parish and county councils (February 20), I was one of the three Alton Club members who attended the meeting with this parish council and what surprised me was how little these gentlemen knew about trials and scrambles. I am sure they thought of us as just a gang of boys (I am over 50) racing around the footpaths in a do-as-you-please outing, for as soon as they knew what controls we were under they were immediately more favourably inclined towards us. Incidentally, we invited them to the Selborne Trial and we hope to be able to show some of these councillors exactly what happens. While I doubt if many motor cyclists would have enough spare time to serve on a parish council, I think the idea behind the suggestion is an excellent one as the more these folk know about us, the better it should be for our future. But make sure your house is in order first! "LOTUS"

Alton, Hants.

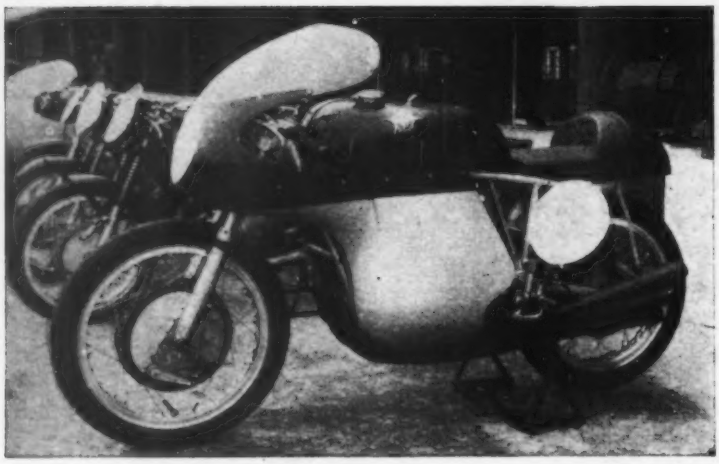
Airflow and Gravity

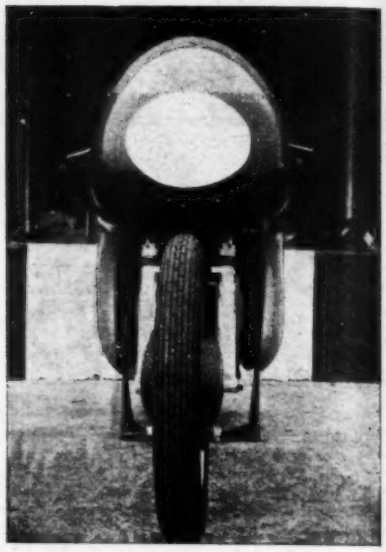
Berkeley Car Was Not in True Sports Trim

PLEASE may I congratulate Bill Thacker on his very good cartoons showing the adventures of a hard-working policeman? The one showing a motor cyclist, the policeman and a smart girl in your issue for January 30 was particularly funny and caused many giggles both at home and in my office.

As a sports car and motor cycle owner enthusiast I was particularly interested in the road-test impressions of the Berkeley and the Greeves when fitted with the same (RCA) engine (February 13). As Vic Willoughby adopted a crouching posture on the two-wheeler, however, the figures are not accurate for a fair comparison. To achieve sports-trim figures the car should have been used with an aero screen in place of the full weather equipment fitted and should have had a cover clipped over the vacated passenger seat. In this way really fair figures would have been possible. To use the car with erected hood would have been justified only had the motor cyclist remained normally seated. All the same, it was a very good article and I tender my thanks for its inclusion.

C





These pictures, taken at Monza last week, show one of the six-cylinder five-hundred MV Agusta factory racing models, faired to comply with the latest F.I.M. formula. The machine is extremely businesslike and, as the front view shows, excellent penetration should be achieved

As a further comment on the sporting two/four-wheeler theme, the letter from Dennis J. Parsons (February 20) was interesting if a little misleading. The chain-driven Frazer Nash was, and still is, a great sports car by any standard but the Nash's handling qualities would have assured its success whatever the transmission. The chain-drive design came to an end about 1937 and I am sure that the car's builders (A.F.N., Ltd.) or, indeed, any rival sports-car manufacturer would simply not contemplate a revival of the chain in this day and age other than for minicar use. The chain, in the car world, has long been where progressive-minded motor cyclists heartily wish it to be for two-wheelers, namely, doing a fine job driving camshafts and the like but not the road wheels.

Please keep up the high standard of your journal but also please devote some space to a vigorous campaign for shaft transmission. The car people are actively yelling for independent rear suspension and they will surely be rewarded.

Southampton. P. P. KEEN

Cold Ears

A Scheme that Actually Improves the Hearing

REGARDING "Ixion's" comment on cold ears (February 13), I also found that my ears became more than chilly owing to wind getting at them between my head and helmet harness. I remedied this by sticking an inch-wide strip of sheepskin on the inside of the leading edge of the harness. Not only did this stop my ears getting cold but it improved my hearing ability by cutting out wind roar. I would stress the point that the sheepskin does not actually cover my ears.

I have modified my fiancée's helmet in the same manner, and she says it is a vast improvement as she can now hear what I am talking about without my having to shout. T. W. DOE

Cowley, Middlesex.

Canadian Miniature Windshields Like Earphones

LIKE "Ixion," I used to suffer tortures from cold ears on my daily run to work in the early hours of the morning. I do not use a helmet—which does help, incidentally—but a small pair of ear muffs which my brother brought home from Canada. The ear-pieces are simply a wire frame covered with a single piece of cloth roughly oval and about three inches in length; they are attached to a piece of spring steel which fits over the head like a pair of earphones and is made to curl up so that the article can be slipped into a pocket. The ear-pieces are more in the nature of windshields than muffs, as they are shaped just to lie on the ears so that hearing is not in any way impaired. I have found them most effective and they are quite inconspicuous when worn with a ski cap.

Now for my trouble. I am 57, and in frosty weather am tortured by cold hands, although I ride only a moped. I have tried heavy, lined gauntlet gloves with silk inners, but they are useless after about 10 minutes' riding. I have tried Barbour woollen mitts with waterproof outer cover, but they are not a great deal better; the snag was the difficulty in getting them on—the gauntlets are so narrow that they cannot be drawn over the cuffs of a riding coat. If any rider could give me some hints I should be glad. I have good circulation and work out of doors all day, so I should be used to the cold.

South Croydon, Surrey. T. WAYMOUTH PRINGLE

A.C. Generator Equipment

Aircraft Engines Have Two Magnetos

SURELY "Nervous" (February 13) is rather begging the question with his reference to aircraft ignition, bearing in mind the wide difference in cost and amounts of money spent on development of aircraft and motor cycles. While I have no knowledge of any aircraft fitted with coil ignition, I cannot resist saying that in the interest of reliability it is general practice to fit two magnetos to aircraft engines, in case one fails.

It could be that this discussion on the A.C. system is not so much concerned with its relative merits but more a matter of personal ability. I am sure that while many motor cyclists are skilled mechanical engineers they are not so happy when it comes to electrical circuits. To explain: when a faulty magneto fails to respond to the usual treatment it is easy to take the compact little unit along to the local service agent to put things right rather than scratch one's head and wonder whether the fault is due to (a) the A.C. generator, (b) the rectifier, (c) the coil or (d) "that little bit of wire going through the hole." I have done some head-scratching in my time, mostly on the old electrical system, and while I've had no faults on my present A.C. system during two years' service and 14,000 miles, I don't doubt that I shall have to perform some mental gymnastics in due course. But that in no way alters my opinion as to which I think is the superior system. "NEW-FANGLED"

Shawford, Hants.

Streamlining

Hopes that a Dolphin Fairing will be Marketed

THE new integral fairing for the Royal Enfield Crusader as described in your issue for February 20 will, I am sure, have aroused much comment. After the new F.I.M. regulations governing streamlining had been put forward I concluded that it would be only a question of time before a dolphin-type fairing would be on sale for roadsters.

REAL VALUE

"The 3-in. tyres mean more comfortable riding."

"I like the fact that the Bantam Super does over 100 miles to the gallon."

"I'm going to enjoy my riding more on the big comfortable dual seat."

"The pulling power of the 175 c.c. engine and of course the bigger brakes appeal to me."

"The sparkling maroon and cream colour scheme attracts me."

"I like the new lubrication system with positive oil-feed to the main bearings."

NEW

BSA 175 c.c.

Bantam Super

... and we all like the price

£98 DIRECT LIGHTING PLUS £24.5.2 P.T.

£102 BATTERY LIGHTING PLUS £25.4.11 P.T.

Send for 'Bantam Super' Catalogue B.S.A. MOTOR CYCLES LTD., 47 Armoury Road, Birmingham, 11

Name .....

Address .....

Valve Springs...

effect on performance

Engine speeds
Engine speeds in excess of 5,000 r.p.m. are common in modern motor cycles. At this speed a valve opens and closes approximately 2,500 times a minute. The opening is caused by the action of the cam, but the closing is controlled *solely* by the valve spring.

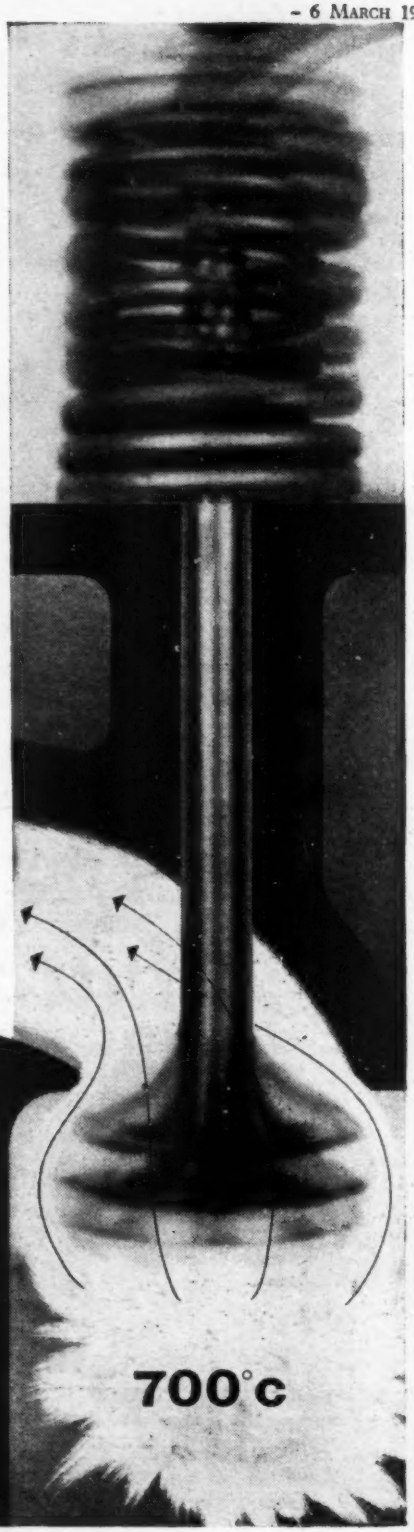
Valve Temperature
The average temperature of an exhaust valve head is approximately 700°C.; of an inlet valve head, approximately 250°C. High temperatures combined with high revs. require that valve springs are made of top-grade steel capable of retaining its elastic properties.

Maximum engine revs. are controlled by the force exerted by the spring when the valve is fully open

Valve Bounce
At *high* revs, a slightly weak spring will permit valve bounce. This allows the exhaust gases to escape on the power stroke, and lowers efficiency. If a spring overheats it may take on a set—i.e. become shortened in length. This reduces the force exerted by the spring and so permits valve bounce at *lower* revs. This will in turn increase overheating, burn out the exhaust valves, and compression will be lost at *all* engine speeds. Thus poor performance, high petrol consumption can be caused by weak or worn valve springs.

Hot exhaust gases escaping

Badly burnt exhaust valve



For performance and petrol economy, valve springs need to be replaced regularly—always, as a matter of routine, when decoking. It is in your own interest to fit Terrys, the most efficient and reliable valve springs made.

TERRYS AERO VALVE SPRINGS

The experts' choice

HERBERT TERRY AND SONS LIMITED, REDDITCH, ENGLAND Φ25

ASSOCIATED ILIFFE TECHNICAL BOOKS

RECOMMENDED BY "THE MOTOR CYCLE"

THE MOTOR CYCLIST'S WORKSHOP	5s (postage 8d)
MOTOR CYCLES AND HOW TO MANAGE THEM, by "The Motor Cycle" Staff	6s (postage 1s)
"THE MOTOR CYCLE" ROAD TESTS, 1949-1952	3s 6d (postage 7d)
"THE MOTOR CYCLE" ROAD TESTS, Second Series	3s 6d (postage 7d)
MOTOR CYCLE CAVALCADE, by "IXION" of "The Motor Cycle"	10s 6d (postage 1s 1d)
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MOTOR CYCLE ENGINES, Second Series	3s 6d (postage 8d)
TWO-STROKE MOTOR CYCLES	5s (postage 8d)
HINTS AND TIPS FOR MOTOR CYCLISTS	7s 6d (postage 8d)

From all leading booksellers or from Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1.

The dolphin-type fairing has many advantages over the streamlining hitherto popular for racing which covers most of the machine in front of the seat, including the front wheel. These latter types have a larger area causing instability in cross winds, greater weight, impose limitations on front-wheel movement and are more costly.

My only regret is that Royal Enfields do not intend to market a similar fairing as an accessory. However, I imagine that soon a dolphin-type fairing will be marketed which can be fitted to most, if not all, roadsters and I hope that the date will not be too distant. J. G. L.

Leicester.

Christened Machines

Individualistic Names Are Still Bestowed

"NITOR" was quite right when he remarked (February 20) that present-day motor cyclists no longer give names to their machines. I suppose it is only to be expected now that the majority of motor cycles appear to be the same and the only way of telling them apart is by looking closely at the natty plastic motif on the tank. But I can assure him that it is definitely not the case where members of the Vincent Owners' Club are concerned.

We are in the enviable position of possessing machines of character and individuality, each differing in temperament and to a large extent modified and tuned to reflect the personality of its owner. Some say that the owners acquire the personality of their Vincents. No wonder that most of these fabulous, lovable, exasperating bicycles have been given names.

Who, having listened to the song of a Vincent twin as the ton rolls up on the clock, could resist the name "Rumblegutz" or "B'dum"? "Clementine" is, of course, a forty-niner while "Der Kink" was delivered from the factory with a mysterious fault in the steering head. "Nero" and "Black Bess" are obvious but "Wongus" is quite original. "Bach" was so named after its owner had seen "Beethoven" painted all over the bonnet of an Austin Seven. "Oedipus" and "Stevenage Frightful" are one and the same machine though the connection is rather obscure. "Methamon" obviously prefers dope to petrol. And a home-brewed, Vincent-engined three-wheeler fitted with a single headlamp in the middle of the bonnet just had to be called "Cyclops."

The foregoing are but a few examples. As long as there are people who delight in motor cycling for its own sake and who believe that a motor cycle is something more than just a collection of tubes, castings and pinions, such people will continue to give names to their machines and treat them as a colleague and friend, a partner in search of adventure and achievement, giving a fuller meaning to life to their mutual satisfaction. Only a Vincent can do that, though a good wife, provided she likes motor cycling, comes a close second. D. FROST

Billericay, Essex.

Cold-weather Riding

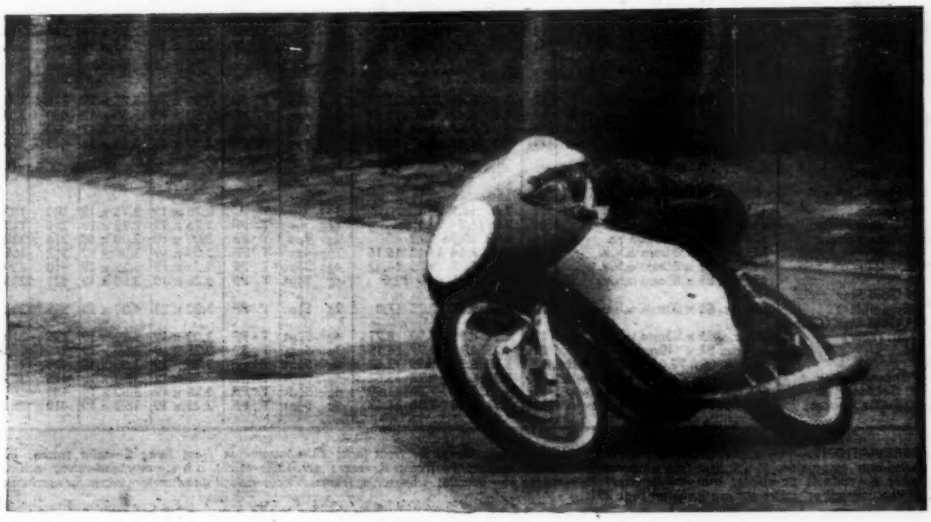
The Joys of Warmth From Radiator and Cylinders

FROM time to time I have read in your columns letters from various motor cyclists and scooterists about the advantages of their particular modes of transport. May I add my spoke? Of the machines I have ridden and worked upon by far the most superior is the gentlemanly LE Velocette. In cold weather it is a joy to ride. The warmth from the radiator stops the legs from getting frozen and the generous legshields effectively keep off the rain. My feet never get really cold because I can place them under the warm cylinders. I often see poor scooterists stamping their feet in cold weather.

I must also say that in performance the LE may not have the same initial rate of acceleration of some scooters but it will soon outstrip most of them on hills and on top speed. Then note how quiet and clean is the LE, with no noisy air-cooled engine, no chain and no messy petroil. Finally, it is a joy to work on. It took my friend and I just three hours completely to strip my model. "MOTOR CYCLE HAPPY"

London, S.W.19.

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address



Also at Monza was the latest MV Agusta two-fifty, here being ridden with great verve by the dashing Tarquinio Provini. It will be seen that the fairing profile differs considerably from that of the six-cylinder model shown on page 284

BUYERS'

DETAILS OF THE SPECIFICATIONS AND CURRENT PRICES OF ALL THE MOTOR

Model	Capacity, Bore, Stroke and Type of Engine	Ignition	Gear Ratios	Tank Size Fuel Oil	Suspension F	Suspension R	Size of Tyres Front	Size of Tyres Rear	Weight (full equipment) lb	(Price with speedo and purchase tax) £ s d	Remarks
ADLER											
Favorit	247 c.c. 54 x 54mm t.s. twin	C	5.57 7.64 11.79 19.26	3½g —	BL	PF	3.25 x 16	3.25 x 16	320	249 10 0	*Favorit with dual-seat and pillion footrests, £255 14s 9d.*
Sprinter	247 c.c. 54 x 54mm t.s. twin	C	5.57 7.64 11.79 19.26	3½g —	BL	PF	3.25 x 16	3.25 x 16	320	284 8 8	
Motocross	247 c.c. 54 x 54mm t.s. twin	C	Four (optional)	— —	PF	PF	2.75 x 19	3.00 x 19	270	283 5 0	
A.J.S.											
16MS	347 c.c. 69 x 93mm o.h.v.	C	5.8 7.8 10.3 15.5	3½g 4pt	T	PF	3.25 x 19	3.25 x 19	375	233 18 2	*Lighting on competition models, £11 1s 6d extra. 7R is a racing model*
16MC Trials	347 c.c. 69 x 93mm o.h.v.	M	6.5 9.6 15.5 21.3	2g 4pt	T	PF	2.75 x 21	4.00 x 19	320	243 5 3	
16MCS Scrambler	348 c.c. 72 x 85.5mm o.h.v.	M	6.5 8.8 11.5 17.4	2g 4pt	T	PF	3.00 x 21	4.00 x 19	326	250 14 11	
18S	498 c.c. 82.5 x 93mm o.h.v.	C	5 0 6.8 8.9 13.4	3½ 4pt	T	PF	3.25 x 19	3.50 x 19	387	247 12 7	
18CS Scrambler	497 c.c. 86 x 85.5mm o.h.v	M	5.8 7.8 10.3 15.5	2g 4pt	T	PF	3.00 x 21	4.00 x 19	329	271 19 1	
20	498 c.c. 66 x 72.8mm o.h.v. twin	M	5.25 7.1 9.3 14.0	3½g 4pt	T	PF	3.25 x 19	3.50 x 19	394	281 6 3	
30	592 c.c. 72 x 72.8mm o.h.v. twin	M	5.0 6.8 8.9 13.4	3½g 4pt	T	PF	3.25 x 19	3.50 x 19	396	288 15 11	
30CSR Sports Twin	592 c.c. 72 x 72.8mm o.h.v. twin	M	5.0 6.8 8.9 13.4	2g 4pt	T	PF	3.50 x 19	4.00 x 19	380	299 8 0	
7R	349 c.c 75.5 x 78mm o.h.c.	M	5.0 5.45 6.75 9.36	5½g 8pt	T	PF	2.75 x 19	3 25 x 19	298	417 18 3	
AMBASSADOR											
Popular	148 c.c. 57 x 58mm t.s.	M	7.0 9.4 17.84 or 7.0 8.88 12.4 20.55	2½g —	T	PF	3.00 x 18	3.00 x 18	212	124 15 0	*Four-speed gear box on Popular, Statesman or Envoy, £6 4s 9d extra.*
Statesman	174 c.c. 59 x 63.5mm t.s.	M	6.58 8.82 16.78 or 6.58 8.36 11.71 19.35	2½g —	T	PF	3.00 x 18	3.00 x 18	216	137 4 6	
Envoy	197 c.c. 59 x 72mm t.s.	M	6.09 9.39 15.54 6.09 7.74 10.85 17.9	3½g —	T	PF	3.25 x 17	3.25 x 17	251	153 8 10	
Supreme Single	247 c.c. 66 x 72mm t s.	M	6.09 8.04 11.57 18.64	3½g —	T	PF	3.25 x 17	3.25 x 17	275	183 7 8	
Supreme Twin	249 c.c. 50 x 63.5mm t.s. twin	M	6.09 8.04 11.57 18.64	3½g —	T	PF	3.25 x 17	3.25 x 17	283	193 7 3	
ARIEL											
4G Square Four	997 c.c. 65 x 75mm o.h.v. four	C	4.36 5.7 7.4 11.55	5g 8pt	T	P	3.25 x 19	4.00 x 18	435	336 16 6	*Rear chaincase on models NH, VH, FH and VB only, £3 8s 8d extra.*
FH Huntmaster	646 c.c. 70 x 84mm o.h.v. twin	M	4.53 5.93 7.71 12.01	4½g 6pt	T	PF	3.25 x 19	3.50 x 19	410	266 19 4	
VH Red Hunter	497 c.c. 81.8 x 95mm o.h.v.	M	4.74 6.2 8.05 12.55	4½g 6pt	T	PF	3.25 x 19	3.25 x 19	375	237 0 6	
NH Red Hunter	347 c.c. 72 x 85mm o.h.v.	M	5.72 7.5 9.72 15.15	4½g 6pt	T	PF	3.25 x 19	3.25 x 19	365	230 15 9	
LH 200 Colt	197 c.c 60 x 70mm o.h.v.	C	7.0 8.5 11.6 17.5	2½g 4pt	T	P	3.00 x 19	3.00 x 19	290	155 18 9	
VB	598 c.c. 86.4 x 102mm s.v.	M	4.74 6.2 8.05 12.55	4½g 6pt	T	PF	3.25 x 19	3.25 x 19	370	222 1 1	
HT5 Trials	497 c.c. 81.8 x 95mm o.h.v.	M	6.02 9.46 14.7 19.3	2g 4pt	T	PF	2.75 x 21	4 00 x 19	290	243 5 3	
HT3 Trials	347 c.c. 72 x 85mm o.h.v.	M	6.74 10.55 16.4 21.6	2g 4pt	T	PF	2.75 x 21	4.00 x 19	285	243 5 3	
H5 Scrambles	497 c.c. 81.8 x 95mm o.h.v.	M	6.02 7.9 10.2 16.1	2½g 4pt	T	PF	3.00 x 21	4.00 x 19	318	268 4 3	
BIANCHI											
Urano Lusso	123 c.c. 52 x 58mm t.s.	M	Three (not specified)	— —	T	PF	2.50 x 19	2.50 x 19	—	177 0 0	*MT175 is a competition model.*
TV175	172 c.c. 59.5 x 62mm t.s.	M	Four (not specified)	— —	T	PF	2.50 x 19	2.50 x 19	—	199 0 0	
SV175	172 c.c. 59.5 x 62mm t.s.	M	Four (not specified)	— —	T	PF	2.50 x 19	2.50 x 19	—	226 0 0	
MT175	172 c.c. 59.5 x 62mm t.s.	C	Four (optional)	— —	T	PF	2.75 x 19	2.75 x 19	—	292 0 0	
B.M.W.											
R26	247 c.c. 68 x 68mm o.h.v	C	6.41 8.49 12.56 22.17	3½g 2½pt	PF	PF	3.25 x 18	3.25 x 18	315	258 4 8	*R60 is a sidecar model. Prop stand, safety bar dual-seat, windscreen and luggage carrier available for all models.*
R50	494 c.c. 68 x 68mm. o h.v. twin	M	4.9 6.49 9.6 16.95	3½g 4pt	PF	PF	3.50 x 18	3.50 x 18	400	380 9 9	
R60	595 c.c. 72 x 73mm o h.v twin	M	5.94 7.87 11.66 20.57	3½g 4pt	PF	PF	3.50 x 19	4.00 x 18	400	392 19 3	
R69	595 c.c. 72 x 73mm o.h v. twin	M	4.9 6.49 9.6 16.95	3½g 4pt	PF	PF	3.50 x 18	3.50 x 18	415	495 5 2	
B.S.A.											
D1 Bantam	123 c.c. 52 x 58mm t.s.	M	7.0 11.7 22.1	1½g —	T	P	2.75 x 19	2.75 x 19	180	102 5 11	*D1 with rectified lighting, £107 5s 9d. D3 with rectified lighting, £118 10s 3d. D5 with rectifier lighting, £127 4s 11d. M21 with plunger rear springing, £209 11s 8d.*
D3 Bantam Major	148 c.c. 57 x 58mm t.s.	M	7.0 11.7 22.1	1½g —	T	PF	2.75 x 19	2.75 x 19	216	113 10 6	
D5 Bantam Super	174 c.c. 61.5 x 58mm t.s.	M	6.43 10.74 20.2	2g ½pt	T	PF	3.00 x 18	3.00 x 18	216	122 5 2	
C12	249 c.c. 63 x 80mm o.h.v.	C	6.26 7.64 11.12 16.15	2½g 4pt	T	PF	3.00 x 19	3.00 x 19	312	165 5 11	
B31	348 c.c. 71 x 88mm o.h.v.	C	5.6 6.77 9.86 14.42	4g 5½pt	T	PF	3.25 x 19	3.25 x 19	410	229 10 10	
B33	499 c.c. 85 x 88mm o.h.v.	C	5.0 6.05 8.79 12.9	4g 5½pt	T	PF	3.25 x 19	3.50 x 19	421	236 8 1	
B34 Gold Star (Scrambler)	499 c.c. 85 x 88mm o.h.v.	M	7.26 9.62 12.73 17.0	2g 5½pt	T	PF	3.00 x 21	4.00 x 19	355	282 11 2	
B34 Gold Star (Clubman racer)	499 c.c. 85 x 88mm o.h.v.	M	4.52 4.96 5.99 8.71	4g 5½pt	T	PF	3.00 x 19	3.50 x 19	386	310 12 7	
M21	591 c.c. 82 x 112mm s.v.	M	4.75 6.25 9.77 14 15	3g 5pt	T	S	3.25 x 19	3.50 x 19	376	198 7 1	
A7	497 c.c. 66 x 72.6mm o.h.v. twin	M	5.28 6.38 9.28 13.62	4g 5½pt	T	PF	3.25 x 19	3.50 x 19	425	257 12 2	
A7 Shooting Star	497 c.c. 66 x 72.6mm o.h.v. twin	M	5.28 6.38 9.28 13.62	4g 5½pt	T	PF	3.25 x 19	3.50 x 19	416	265 14 5	
A10 Golden Flash	646 c.c. 70 x 84mm o.h.v. twin	M	4.53 5.48 7.96 11.68	4g 5½pt	T	PF	3.25 x 19	3.50 x 19	430	261 19 6	
A10 Super Rocket	646 c.c. 70 x 84mm o.h.v. twin	M	4.53 5.48 7.96 11.68	4g 5½pt	T	PF	3.25 x 19	3.50 x 19	418	283 3 8	

ABBREVIATIONS:—M=*magneto*; C=*coil*; T=*telescopic front fork*; G=*girder front fork*; BL=*bottom-link front fork*; S=*solid frame*; PF=*pivoted-fork suspension*; PA=*pivoted-arm suspension*; P=*plunger-type suspension*; LS=*leaf spring*; F=*front*; R=*rear*; s.v.=*side-valve*; o.h.v.=*overhead-valve*; o.h.c.=*overhead-camshaft*; t.s.=*two-stroke*; g=*gallons*; pt=*pints*; mm=*millimetres*; in=*inches*; lb=*pounds*; s.f.=*spring frame*. *Prices include speedometer (except for machines under 100 c.c.). Manufacturers' and concessionaires' addresses are given on page* 291.

GUIDE

CYCLES ON THE BRITISH MARKET

Model	Capacity, Bore, Stroke and Type of Engine	Ignition	Gear Ratios	Tank Size Fuel Oil	Suspension F R	Size of Tyres Front	Size of Tyres Rear	Weight (full equipment) lb	(Price with speedo and purchase tax) £ s d	Remarks
D.M.W.										
Mark 8	197 c.c. 59 x 72mm t.s.	M	5.7 7.7 14.6	3g —	T PF	3.00 x 19	3.00 x 19	210	139 14 5	*Extras: Rectified lighting on Mark 8, £4 19s 9d. Direct lighting on Mark 10, £6 4s 9d. Pivoted front fork on Mark 9 and Dolomite II, £6 11s.*
200P Mark 9	197 c.c. 59 x 72mm t.s.	M	6.1 7.8 10.8 17.8	3½g —	T PF	3.25 x 18	3.25 x 18	244	169 0 9	
Dolomite II	249 c.c. 50 x 63.5mm t.s. twin	M	6.2 8.1 11.7 18.9	3½g —	T PF	3.25 x 18	3.25 x 18	330	194 12 2	
Mark 10 Trials	249 c.c. 50 x 63.5mm t.s. twin	M	6.8 9.5 13.7 24.5	2½g —	PF PF	2.75 x 21	4.00 x 18	300	194 12 2	
Mark 10 Scrambler	249 c.c. 50 x 63.5mm t.s. twin	M	6.8 9.0 12.9 20.8	2½g —	PF PF	2.75 x 21	3.50 x 19	300	194 12 2	
DOT										
SCH Scrambler	197 c.c. 59 x 72mm t.s.	M	8.03 10.75 20.47 or 8.03 10.2 14.3 23.61	3g —	BL PF	2.75 x 21	3.25 x 19	210	169 13 2	*Extras: Four-speed gear box on competition models, £8 2s 3d; on Mancunian, £6 4s 10d; special tuning for trials £3 8s 2d; for scrambles, £4 19s 2d.*
THX Trials	197 c.c. 59 x 72mm t.s.	M	7.45 12.67 24.22 or 7.45 10.0 17.9 26.83	3g —	BL PF	2.75 x 21	3.25 x 19	220	173 8 0	
SH Scrambler	197 c.c. 59 x 72mm t.s.	M	8.03 10.75 20.47 or 8.03 10.2 14.3 23.61	3g —	BL PF	2.75 x 21	3.25 x 19	220	174 13 0	
THX (trials works replica)	197 c.c. 59 x 72mm t.s.	M	8.03 10.76 19.28 28.9	3g —	BL PF	2.75 x 21	4.00 x 18	230	184 12 7	
TDHX Trials	197 c.c. 59 x 72mm t.s.	M	7.45 12.67 24.22 or 7.45 10.0 17.9 26.83	3g —	BL PF	2.75 x 21	3.25 x 19	230	179 12 10	
SDH Scrambler	197 c.c. 59 x 72mm t.s.	M	8.03 10.75 20.47 or 8.03 10.2 14.3 23.61	3g —	BL PF	2.75 x 21	3.25 x 19	230	180 17 9	
Mancunian	197 c.c. 59 x 72mm t.s.	M	6.88 11.7 22.35 or 6.88 9.22 16.52 24.77	3g —	BL PF	3.00 x 19	3.25 x 19	240	173 8 0	
DUCATI										
65T	65 c.c. 44 x 43mm o.h.v.	M	9.8 15.7 26.3	2½g 1pt	T PF	2.00 x 18	2.00 x 18	127	105 4 7	
65TS	65 c.c. 44 x 43mm o.h.v.	M	9.8 15.7 26.3	2½g ¾pt	T PF	2.00 x 18	2.00 x 18	120	117 13 10	
98S	98 c.c. 49 x 52mm o.h.v.	M	9.34 12.76 17.29 25.14	3g 1¾pt	T PF	2.50 x 17	2.75 x 17	187	163 8 6	
98T	98 c.c. 49 x 52mm o.h.v.	M	9.3 14.4 26.3	3g 1pt	T PF	2.50 x 17	2.75 x 17	200	162 17 8	
98TL	98 c.c. 49 x 52mm o.h.v.	M	Four (not specified)	3g 2pt	T PF	2.50 x 17	2.75 x 17	200	174 13 10	
100S	98 c.c. 49 x 52mm o h.v.	C	8.66 10.55 13.19 21.37	3½g 3pt	T PF	2.50 x 17	2.75 x 17	—	222 16 1	
125S	125 c.c. 55.2 x 52mm o.h.c.	C	8.12 9.88 12.93 20.03	4g 2pt	T PF	2.50 x 17	2.75 x 17	225	237 2 3	
125ST	125 c.c. 55.2 x 52mm o.h.c.	C	8.12 9.88 12.93 20.03	4g 2pt	T PF	2.50 x 17	2.75 x 17	225	247 0 1	
125T	125 c.c. 55.2 x 52mm o.h.v.	M	8.7 11.9 16.1 23.5	3g 1¾pt	T PF	2.50 x 17	2.75 x 17	200	181 13 10	
125TV	125 c.c. 55.2 x 52mm o.h.v.	M	8.7 11.9 16.1 23.5	3g 1¾pt	T PF	2.50 x 17	2.75 x 17	—	187 2 6	
175S	175 c.c. 62 x 57.8mm o.h.c.	C	7.01 8.54 11.17 17.31	4g 2¼pt	T PF	2.50 x 18	2.75 x 18	240	259 9 7	
175ST	175 c.c. 62 x 57.8mm o.h.c.	C	7.01 8.54 11.17 17.31	4g 2¼pt	T PF	2.50 x 18	2.75 x 18	240	270 14 2	
175T	175 c.c 62 x 57.8mm o.h.c.	C	7.81 9.51 12.44 19.27	4g 2¼pt	T PF	2.50 x 18	2.75 x 18	240	222 16 1	
DUNKLEY										
Whippet Sports 65	64 c.c. 44 x 42mm o.h.v.	M	11.7 19.6	2¼g ¾pt	T PF	2.25 x 23	2.25 x 23	112	89 19 4	
EXCELSIOR										
Consort CA8	98 c.c. 47 x 57mm t.s.	M	8.47 13.05	1¾g —	G PF	2.25 x 19	2.25 x 19	155	96 13 8	
Skutabyke SB1	98 c.c. 47 x 57mm t.s.	M	8.47 13.05	1¾g —	T P	2.25 x 19	2.25 x 19	140	106 13 3	
Universal UB	147 c.c. 55 x 62mm t.s.	M	6.65 8.91 16.96	2½g —	T PF	2.75 x 19	2.75 x 19	200	111 0 7	
Talisman Twin TT4	246 c.c. 50 x 62mm t.s. twin	M	5.49 7.4 9.89 16.0	3g —	T PF	3.00 x 19	3.00 x 19	272	180 17 9	
Talisman Sports ST T6	246 c.c. 50 x 62mm t.s. twin	M	5.49 7.4 9.89 16.0	3g —	T PF	3.00 x 19	3.25 x 19	292	199 12 0	
Super Talisman S8	328 c.c. 58 x 62mm t.s. twin	M	4.64 6 26 8.35 13.55	3g —	T PF	3.00 x 19	3.25 x 19	299	212 1 6	
FRANCIS-BARNETT										
Plover 78	147 c.c. 55 x 62mm t.s.	M	6.64 8.91 16.94	2½g —	T PF	3.00 x 18	3.00 x 18	185	122 17 7	
Falcon 81	197 c.c. 59 x 72mm t.s.	M	6.1 8.2 15.6	2¾g —	T PF	3.25 x 18	3.25 x 18	244	159 13 7	
Cruiser 80	249 c.c. 66 x 73mm t.s.	C	5.9 7.7 10.9 17.4	3¾g —	T PF	3.25 x 18	3.25 x 18	290	185 5 0	
GREEVES										
20D Fleetstar	197 c.c. 59 x 72mm t.s.	M	6.5 8.3 11.7 19.3	4g —	PF PF	2.75 x 19	3.25 x 19	254	172 3 1	*Extras: Direct lighting on 20TA and 20SA, £6 17s 3d; road equipment available on trials and scrambles models.*
25D Fleetwing	249 c.c. 50 x 63.5mm t.s. twin	M	6.2 8.22 11.8 19.0	4g —	PF PF	3.00 x 20	3.25 x 19	294	217 1 4	
20TA Scottish (trials)	197 c.c. 59 x 72mm t.s.	M	7.75 10.4 18.6 27.9	1¾g —	PF PF	2.75 x 21	4.00 x 18	233	175 17 11	
20SA Hawkstone (scrambler)	197 c.c. 59 x 72mm t.s.	M	8.6 10.9 15.3 25.3	1¾g —	PF PF	2.75 x 21	3.25 x 19	223	170 18 2	
20SA Hawkstone Special (scrambler)	197 c.c. 59 x 72mm t.s.	M	8.6 10.9 15.3 25.28	1¾g —	PF PF	3.00 x 21	3.25 x 19	223	189 12 5	
25SA Hawkstone (scrambler)	249 c.c. 50 x 63.5mm t.s. twin	M	7.16 9.49 13.6 21.91	1¾g —	PF PF	3.00 x 21	3.25 x 19	260	212 1. 6	
ITOM										
Astor Sports	50 c.c. 40 x 39.5mm t.s.	M	12.6 16.3 24.8	2g —	BL PF	2.00 x 24	2.00 x 24	95	89 18 0	*All models except Astor Sports fitted with speedometer as standard.*
Astor Super Sports	50 c.c. 40 x 39.5mm t.s.	M	12.6 16.3 24.8	2g —	BL PF	2.00 x 22	2.00 x 22	95	99 4 0	
Astor Competition	50 c.c. 40 x 39.5mm t.s	M	12.6 16.3 24.8	2g —	BL PF	2.00 x 22	2.00 x 22	95	124 0 0	
Tabor	64 c.c. 45 x 40mm t.s.	M	12.6 16.3 24.8	2¼g —	T PF	2.25 x 19	2.50 x 19	140	130 19 0	

Model	Capacity, Bore, Stroke and Type of Engine	Ignition	Gear Ratios	Tank Size Fuel Oil	Suspension F	Suspension R	Size of Tyres Front	Size of Tyres Rear	Weight (full equipment) lb	(Price with speedo and purchase tax) £ s d	Remarks
GILERA											
G175	173 c.c. 60 x 61mm o.h.v.	C	7.12 9.0 13.24 19.79	3½g —	T	PF	2.50 x 19	2.50 x 19	250	199 19 6	
HARLEY-DAVIDSON											
FLH Duo-Glide	1,213 c.c. 87 x 101mm o.h.v.	C	3.57 4.39 6.6 10.72 or 3.57 4.08 6.12 11.06 (reverse 10.86)	3½g 8pt	T	PF	5.00 x 16	5.00 x 16	590	723 0 0	
FL Duo-Glide	1,213 c.c. 87 x 101mm o.h.v.	C	3.73 4.59 6.79 11.19 or 3.73 4.5 6.75 12.2 (reverse 11.97)	3½g 8pt	T	PF	5.00 x 16	5.00 x 16	590	689 7 8	
Sportster XL	883 c.c. 76 x 97mm o.h.v.	C	4.21 5.82 7.69 10.63	4½g 6pt	T	PF	3.50 x 18	3.50 x 18	483	639 8 1	
165ST	165 c.c. 60 x 58mm t.s.	C	7.27 12.2 20.8	2g —	T	S	3.50 x 18	3.50 x 18	200	268 11 7	
JAMES											
L1 Comet	98 c.c. 47 x 57mm t.s.	M	8.5 13.1	2½g —	T	PF	2.25 x 19	2.25 x 19	165	102 11 1	*Extras: Foot gear change on Comet, £1 19s 4d; battery lighting on Cadet, £7 3s 6d.*
L15 Cadet	147 c.c. 55 x 62mm t.s.	M	6.65 8.9 16.96	2½g —	T	PF	3.00 x 18	3.00 x 18	188	118 10 3	
L17 Cavalier	171 c.c. 59 x 62.7mm t.s.	C	6.9 8.96 12.77 20.37	2½g —	T	PF	3.00 x 18	3.00 x 18	245	149 14 0	
K7 Captain	197 c.c. 59 x 72mm t.s.	M	6.32 8.47 16.1	2½g —	T	PF	3.00 x 18	3.25 x 18	245	155 18 9	
L25 Commodore	249 c.c. 66 x 73mm t.s.	C	5.88 7.65 10.89 17.35	2½g —	T	PF	3.25 x 18	3.25 x 18	295	180 17 9	
MAICO											
Scrambler	247 c.c. 67 x 70mm t.s.	C	Four (not specified)	2½g —	PF	PF	not specified		—	249 10 0	
Typhoon	397 c.c. 65 x 59mm t.s. twin	C	5.31 6.76 9.9 16.66	3½g —	PF	PF	3.50 x 18	3.50 x 18	370	293 3 3	
MASERATI											
125/TV22	123 c.c. 52 x 58mm t.s.	M	Four (not specified)	3½g —	T	PF	2.50 x 19	2.50 x 19	170	186 0 0	
L160/T4	158 c.c. 60 x 56mm o.h.v.	M	7.5 10.3 14.1 21.6	2½g 2½pt	T	PF	2.75 x 19	2.75 x 19	251	235 12 0	
250/T4	246 c.c. 70 x 64mm o.h.v.	C	Four (not specified)	4½g —	T	PF	3.00 x 19	3.00 x 19	—	308 14 0	
MATCHLESS											
G3LS	347 c.c. 69 x 93mm o.h.v.	C	5.8 7.8 10.3 15.5	3½g 4pt	T	PF	3.25 x 19	3.25 x 19	375	233 18 2	*Lighting on competition models, £11 1s 6d extra. G45 is a racing model.*
G3LC Trials	347 c.c. 69 x 93mm o.h.v.	M	6.5 9.6 15.5 21.3	2g 4pt	T	PF	2.75 x 21	4.00 x 19	320	243 5 3	
G3LCS Scrambler	348 c.c. 72 x 85.5mm o.h.v.	M	6.5 8.8 11.5 17.4	2g 4pt	T	PF	3.00 x 21	4.00 x 19	326	250 14 11	
G80S	498 c.c. 82.5 x 93mm o.h..v	C	5.0 6.8 8.9 13.4	3½g 4pt	T	PF	3.25 x 19	3.50 x 19	387	247 12 7	
G80CS Scrambler	497 c.c. 86 x 85.5mm o.h.v.	M	5.8 7.8 10.3 15.5	2g 4pt	T	PF	3.00 x 21	4.00 x 19	329	271 19 1	
G9	498 c.c. 66 x 72.8mm o.h.v. twin	M	5.25 7.1 9.3 14.0	3½g 4pt	T	PF	3.25 x 19	3.50 x 19	394	281 6 3	
G11	592 c.c. 72 x 72.8mm o.h.v. twin	M	5.0 6.8 8.9 13.4	3½g 4pt	T	PF	3.25 x 19	3.50 x 19	396	288 15 11	
G11CSR Sports Twin	592 c.c. 72 x 72.8mm o.h.v. twin	M	5.0 6.8 8.9 13.4	2g 4pt	T	PF	3.50 x 19	4.00 x 19	380	299 8 0	
G45	498 c.c. 66 x 72.8mm o.h.v. twin	M	4.58 5.0 6.19 8.57	6g 8pt	T	PF	3.00 x 19	3.50 x 19	325	417 18 3	
MERCURY											
Grey Streak	98 c.c. 47 x 57mm t.s.	M	7.27 12.47	2g —	T	PF	2.25 x 19	2.25 x 19	151	89 5 0	
MOTO-GUZZI											
Zigolo	98 c.c. 50 x 50mm t.s.	M	7.83 13.42 20.57	3g —	T	PF	2.50 x 17	2.75 x 17	167	109 19 6	
Lodola	174 c.c. 62 x 57.8mm o.h.c.	C	Four (not specified)	2½g 4½pt	T	PF	2.50 x 18	3.00 x 17	240	199 19 6	
MV AGUSTA											
Super Pullman	123 c.c. 53 x 56mm t.s.	C	7.42 9.15 12.3 20.8	3g —	BL	PF	2.75 x 18	2.75 x 18	183	168 8 4	
Turismo Rapido	124 c.c. 54 x 54mm o.h.v.	C	7.6 9.5 12.5 21.5	3½g —	T	PF	2.75 x 18	2.75 x 18	204	198 7 1	
Turismo Lusso	172 c.c. 59.5 x 62mm o.h.c.	C	6.72 8.33 11.2 18.37	4½g —	T	PF	2.75 x 19	2.75 x 19	240	234 10 8	
Modello Sport	172 c.c. 59.5 x 62mm o.h.c.	C	7.7 9.6 12.8 21.0	4½g —	T	PF	2.75 x 19	2.75 x 19	247	255 14 9	
Super Sport Competizione	172 c.c. 59.5 x 62mm o.h.c.	M	6.9 7.5 9.8 12.3	4g —	PF	PF	2.75 x 19	2.75 x 19	225	436 12 0	
Raid	247 c.c. 69 x 66mm o.h.v.	C	Four (not specified)	— —	T	PF	3.00 x 19	3.25 x 19	—	286 18 2	
NORTON											
50	348 c.c. 71 x 88mm o.h.v.	M	5.29 7.04 9.36 14.12	3g 4pt	T	PF	3.25 x 19	3.25 x 19	377	236 8 0	*Gear ratios specified for 19S are for sidecar duty. Model 77 available in solo or sidecar trim.*
ES2	490 c.c. 79 x 100mm o.h.v.	M	4.75 6.31 8.41 12.7	3g 4pt	T	PF	3.25 x 19	3.25 x 19	384	242 12 9	
19S	596 c.c. 82 x 113mm o.h.v.	M	5.0 6.65 8.85 13.35	3g 4pt	T	PF	3.25 x 19	3.25 x 19	388	254 9 10	
77	597 c.c. 68 x 82mm o.h.v. twin	M	4.53 6.04 8.03 12.1	3g 4pt	T	PF	3.25 x 19	3.50 x 19	402	276 6 5	
88	497 c.c. 66 x 72.6 o.h.v. twin	C	4.75 6.31 8.41 12.7	3½g 4½pt	T	PF	3.00 x 19	3.50 x 19	390	283 16 2	
99	597 c.c. 68 x 82mm o.h.v. twin	C	4.53 6.04 8.03 12.1	3½g 4½pt	T	PF	3.00 x 19	3.50 x 19	395	293 3 3	
40 International	346 c.c. 71 x 88mm o.h.c.	M	5.28 5.8 7.04 12.33	3½g 7pt	T	PF	3.00 x 19	3.25 x 19	366	295 13 2	
30 International	490 c.c. 79 x 100mm o.h.c.	M	4.75 5.23 6.31 11.1	3½g 7pt	T	PF	3.00 x 19	3.25 x 19	380	303 2 10	
40 Manx	348 c.c. 76 x 76.7mm o.h.c.	M	5.12 5.64 6.81 9.11	5g 7½pt	T	PF	3.00 x 19	3.50 x 19	307	496 10 0	
30 Manx	499 c.c. 86 x 85.62mm o.h.c.	M	4.23 4.65 5.63 7.52	5g 7½pt	T	PF	3.00 x 19	3.50 x 19	313	496 10 0	
NORMAN											
B15	147 c.c. 55 x 62mm t.s.	M	6.5 8.7 16.6	2½g —	BL	PF	3.00 x 19	3.00 x 19	242	136 5 0	*B15 with battery lighting, £142 15s 0d. B25 with battery lighting £152 1s. Lighting on B2C/S, £4 1s 3d extra.*
B15/DL	148 c.c. 57 x 58mm t.s.	M	7.4 9.4 13.05 21.8	2½g —	BL	PF	3.00 x 19	3.00 x 19	242	154 4 6	
B25	197 c.c. 59 x 72mm t.s.	M	5.76 8.2 15.6	2½g —	BL	PF	3.00 x 19	3.00 x 19	248	145 11 0	
B25/DL	197 c.c. 59 x 72mm t.s.	M	6.21 7.9 14.58 18.28	2½g —	BL	PF	3.00 x 19	3.00 x 19	258	161 19 6	
B2C/S	197 c.c. 59 x 72mm t.s.	M	7.05 9.57 14.58 25.6	1½g —	BL	PF	2.75 x 21	4.00 x 19	237	163 1 3	
T/S	242 c.c. 52 x 57mm t.s. twin	M	5.45 7.41 10.0 16.1	2½g —	BL	PF	3.00 x 19	3.00 x 19	275	180 8 6	

ABBREVIATIONS:—*M=magneto; C=coil; T=telescopic front fork; G=girder front fork; BL=bottom-link front fork; S=solid frame; PF=pivoted-fork suspension; PA=pivoted-arm suspension; P=plunger-type suspension; LS=leaf spring; F=front; R=rear; s.v.=side-valve; o.h.v.=overhead-valve; o.h.c.=overhead-camshaft; t.s.=two stroke; g=gallons; pt=pints; mm=millimetres; in=inches; lb=pounds; s.f.=spring frame. Prices include speedometer (except for machines under 100 c.c.). Manufacturers' and concessionaires' addresses are given on page 291.*

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Model	Capacity, Bore, Stroke and Type of Engine	Ignition	Gear Ratios				Tank Size Fuel Oil	Suspension F	Suspension R	Size of Tyres Front	Size of Tyres Rear	Weight (full equipment) lb	(Price with speedo and purchase tax) £	s	d	Remarks
N.S.U.																
Max Special	247 c.c. 69 x 66mm o.h.c.	C	6.78	9.53	13.73	21.36	3½g 3½pt	BL	PF	3.25 x 19	3.25 x 19	364	236	10	5	
Supermax	247 c.c. 69 x 66mm o.h.c.	C	6.78	9.53	13.73	21.36	3½g 3½pt	BL	PF	3.25 x 19	3.25 x 19	375	262	11	7	
PANTHER																
10/3	197 c.c. 59 x 72mm t.s.	M	5.88	7.87	14.96		2½g —	PF	PF	3.25 x 18	3.25 x 18	235	150	19	0	*Extras: Magneto ignition on 65, £8 4s 8d: full-width front hub with 7in-diameter brake on 65, £3 8s 6d.*
10/3A	197 c.c. 59 x 72mm t.s.	M	6.21	8.32	15.83		2½g —	PF	PF	3.25 x 18	3.25 x 18	235	155	18	9	
10/4	197 c.c. 59 x 72mm t.s.	M	6.22	7.9	11.05	18.25	2½g —	PF	PF	3.25 x 18	3.25 x 18	245	162	16	0	
35	249 c.c. 50 x 63.5mm t.s. twin	M	6.21	8.19	11.79	19.0	2½g —	PF	PF	3.25 x 18	3.25 x 18	290	193	7	3	
35 Sports	249 c.c. 50 x 63.5mm t.s. twin	M	6.21	8.19	11.79	19.0	2½g —	PF	PF	3.25 x 18	3.25 x 18	290	198	19	6	
65	248 c.c. 60 x 88mm o.h.v.	C	5.88	7.54	10.4	17.7	2½g 2½pt	T	PF	3.25 x 19	3.25 x 19	330	185	5	0	
75	348 c.c. 71 x 88mm o.h.v.	M	5.26	6.73	9.26	14.04	3g 2½pt	T	PF	3.25 x 19	3.25 x 19	330	212	1	6	
100 Standard	598 c.c. 87 x 100mm o.h.v.	M	4.67	6.16	7.33	12.44	4g 4pt	T	PF	3.25 x 19	3.50 x 19	426	234	10	6	
100 de Luxe	598 c.c. 87 x 100mm o.h.v.	M	4.67	6.16	7.33	12.44	4g 4pt	T	PF	3.50 x 19	3.50 x 19	426	252	12	6	
PUCH																
175 SVS	174 c.c. 42 x 62mm t.s. twin-piston single	C	6.46	8.43	11.87	21.5	2½g —	T	PF	3.25 x 16	3.25 x 16	229	199	10	0	
250 SGS	249 c.c. 45 x 78mm t.s. twin-piston single	C	5.05	6.67	10.0	18.3	2¾g —	T	PF	3.50 x 16	3.50 x 16	290	240	0	0	
250 SGSA	249 c.c. 45 x 78mm t.s. twin-piston single	C	5.05	6.67	10.0	18.3	2¾g —	T	PF	3.50 x 16	3.50 x 16	340	257	10	0	
ROYAL ENFIELD																
Ensign II	148 c.c. 56 x 60mm t.s.	M	6.95	12.0	21.7		2g —	T	PF	2.75 x 19	2.75 x 19	158	109	3	1	*Extras: Legshields, £3 10s: panniers on four-strokes, £9 7s 1d: sidecar front fork, gears and steering damper, £3 2s 4d: prop stand on 350 Clipper £1 17s 5d: dual-seat and pillion footrests on Clippers, £6 4s 9d.*
Ensign III	148 c.c. 56 x 60mm t.s.	M	6.95	12.0	21.7		2g —	T	PF	2.75 x 19	2.75 x 19	168	115	17	3	
250 Clipper	248 c.c. 70 x 64.5mm o.h.v.	C	5.8	7.83	10.44	16.97	3g 3pt	T	PF	3.25 x 17	3.25 x 17	312	189	19	7	
Crusader	248 c.c. 70 x 64.5mm o.h.v.	C	5.8	7.83	10.44	16.97	3g 3pt	T	PF	3.25 x 17	3.25 x 17	312	212	1	6	
Crusader Airflow	248 c.c. 70 x 64.5mm o.h.v.	C	5.8	7.83	10.44	16.97	3g 3pt	T	PF	3.25 x 17	3.25 x 17	335	257	1	6	
350 Clipper	346 c.c. 70 x 90mm o.h.v.	C	5.67	7.37	10.2	15.8	3½g 4pt	T	PF	3.25 x 19	3.25 x 19	362	199	18	3	
350 Bullet	346 c.c. 70 x 90mm o.h.v.	M	5.72	7.45	10.3	15.9	3½g 4pt	T	PF	3.25 x 19	3.25 x 19	350	230	15	9	
500 Bullet	499 c.c. 84 x 90mm o.h.v.	M	4.91	6.4	8.85	13.65	3½g 4pt	T	PF	3.25 x 19	3.25 x 19	370	244	10	2	
500 Twin	496 c.c. 64 x 77mm o.h.v. twin	C	5.15	6.7	9.35	14.3	3½g 4pt	T	PF	3.25 x 19	3.50 x 19	390	258	17	1	
Super Meteor	692 c.c. 70 x 90mm o.h.v. twin	C	4.33	5.63	7.87	12.05	4g 4pt	T	PF	3.25 x 19	3.50 x 19	410	283	16	1	
SCOTT																
Red Squirrel	498 c.c. 66.6 x 71.4mm t.s. twin	C	4.18	5.5	8.9		3½g 5pt	T	PF	3.25 x 19	3.50 x 19	390	299	8	0	
Red Squirrel	596 c.c. 73 x 71.4mm t.s. twin	C	4.18	5.5	8.9		3½g 5pt	T	PF	3.25 x 19	3.50 x 19	390	299	8	0	
STERZI																
Super Sports	49 c.c. o.h.c.	M	Three (not specified)				2g 1pt	T	PF	2.00 x 18	2.00 x 18	—	134	17	0	*Racing model*
SUN																
Hornet	98 c.c. 47 x 57mm t.s.	M	8.4	12.9			2½g —	G	S	2.50 x 19	2.50 x 19	136	84	12	0	*Four speed gear box on Wasp, £5 5s extra.*
Wasp	197 c.c. 59 x 72mm t.s.	M	6.2	8.3	15.8 or		2¾g —	BL	PF	3.00 x 19	3.00 x 19	244	158	17	11	
			6.2	7.9	11.1	18.1										
Overlander	249 c.c. 50 x 63.5mm t.s. twin	M	6.21	8.22	11.8	19.0	2¾g —	BL	PF	3.00 x 19	3.00 x 19	282	194	16	7	
TRIUMPH																
T20 Tiger Cub	199 c.c. 63 x 64mm o.h.v.	C	6.45	8.38	12.9	19.35	3g 2½pt	T	PF	3.25 x 16	3.25 x 16	215	149	14	0	*Extras: Quickly detachable rear wheel on all twins except Twenty-One, £3 14s 11d; prop stand, 19s 4d; steering-head lock on all models except Twenty-One, 13s 4d.*
T20C Tiger Cub Trials	199 c.c. 63 x 64mm o.h.v.	C	7.2	9.4	14.4	21.6	2½g 2½pt	T	PF	3.00 x 19	3.50 x 18	205	155	18	9	
Twenty-One	348 c.c. 58.25 x 65.5mm o.h.v. twin	C	5.31	6.3	9.32	13.0	3½g 5pt	T	PF	3.25 x 17	3.25 x 17	340	228	5	11	
5T Speed Twin	498 c.c. 63 x 80mm o.h.v. twin	C	5.0	5.95	8.45	12.2	4g 6pt	T	PF	3.25 x 19	3.50 x 19	395	253	4	11	
6T Thunderbird	649 c.c. 71 x 82mm o.h.v. twin	C	4.57	5.45	7.75	11.2	4g 6pt	T	PF	3.25 x 19	3.50 x 19	395	258	4	8	
Tiger 100	498 c.c. 63 x 80mm o.h.v. twin	M	5.0	5.95	8.45	12.2	4g 6pt	T	PF	3.25 x 19	3.50 x 19	385	269	9	3	
Tiger 110	649 c.c. 71 x 82mm o.h.v. twin	M	4.57	5.45	7.75	11.2	4g 6pt	T	PF	3.25 x 19	3.50 x 19	390	278	3	11	
TR5 Trophy	498 c.c. 63 x 80mm o.h.v. twin	M	5.24	6.24	8.85	12.8	3g 6pt	T	PF	3.25 x 19	4.00 x 18	375	274	9	0	
TR6 Trophy	649 c.c. 71 x 82mm o.h.v. twin	M	4.57	5.45	7.75	11.2	3g 6pt	T	PF	3.25 x 19	4.00 x 18	380	280	13	9	
VELOCETTE																
LE	192 c.c. 50 x 49mm s.v. water-cooled twin	C	7.25	10.85	20.4		1½g 1½pt	T	PF	3.25 x 18	3.25 x 18	250	193	7	3	
LE Mark III	192 c.c. 50 x 49mm s.v. water-cooled twin	C	7.25	9.82	13.3	20.4	1½g 1½pt	T	PF	3.25 x 18	3.25 x 18	263	202	14	5	
Valiant	192 c.c. 50 x 49mm o.h.v twin	C	7.25	9.82	13.3	20.4	3g 1½pt	T	PF	3.25 x 18	3.25 x 18	255	200	16	11	
MAC	349 c.c. 68 x 96mm o.h.v.	M	5.5	7.3	9.6	14.0	3g 4pt	T	PF	3.25 x 19	3.25 x 19	355	232	0	8	
Viper	349 c.c. 72 x 86mm o.h.v.	M	5.5	6.64	8.73	12.62	3g 4pt	T	PF	3.25 x 19	3.25 x 19	370	258	4	8	
350 Scrambler	349 c.c. 72 x 86mm o.h.v.	M	7.85	9.5	12.46	18.0	2½g 4pt	T	PF	3.00 x 21	4.00 x 19	335	261	19	6	
MSS	499 c.c. 86 x 86mm o.h.v.	M	4.87	6.52	8.57	12.4	3g 4pt	T	PF	3.25 x 19	3.25 x 19	375	242	0	4	
Venom	499 c.c. 86 x 86mm o.h.v.	M	4.87	5.87	7.74	11.2	3g 4pt	T	PF	3.25 x 19	3.25 x 19	375	266	19	4	
500 Scrambler	499 c.c. 86 x 86mm o.h.v.	M	7.2	8.6	11.41	16.65	2½g 4pt	T	PF	3.00 x 21	4.00 x 19	335	268	4	3	
Endurance	499 c.c. 86 x 86mm o.h.v.	M	4.87	5.87	7.74	11.2	2½g 4pt	T	PF	3.00 x 21	4.00 x 19	375	258	4	8	
VICTORIA																
Swing	197 c.c. 65 x 60mm t.s.	C	7.65	10.63	15.12	23.2	2¾g —	BL	PF	3.25 x 16	3.25 x 16	289	199	12	0	*Electro-magnetic gear change.*
ZÜNDAPP																
201S	199 c.c. 64 x 62mm t.s.	C	6.0	8.4	11.8	18.8	3g —	PF	PF	3.25 x 16	3.25 x 16	288	180	17	9	

ABBREVIATIONS:—M=*magneto*; C=*coil*; T=*telescopic front fork*; G=*girder front fork*; BL=*bottom-link front fork*; S=*solid frame*; PF=*pivoted-fork suspension*; PA=*pivoted-arm suspension*; P=*plunger-type suspension*; LS=*leaf spring*; F=*front*; R=*rear*; s.v.=*side-valve*; o.h.v.=*overhead-valve*; o.h.c.=*overhead-camshaft*; t.s.=*two-stroke*; g=*gallons*; pt=*pints*; mm=*millimetres*; in=*inches*; lb=*pounds*; s.f.=*spring frame*. *Prices include speedometer (except for machines under 100 c.c.). Manufacturers' and concessionaires' addresses are given on page 291.*

. . . AND NOW — SCOOTERS

Model	Capacity, Bore, Stroke and Type of Engine	Ignition	Gear Ratios	Tank Size Fuel Oil	Suspension F	Suspension R	Size of Tyres Front	Size of Tyres Rear	Weight (full equipment) lb	(Price with speedo and purchase tax) £	s	d	Remarks
ADLER													
Junior	98 c.c. 50 x 50mm t.s.	C	8.34 12.69 23.02	1½g —	PF	PF	3.00 x 14	3.00 x 14	254	162	16	0	*Electric starter.*
ALPINO													
Model E	73 c.c. 45 x 46mm t.s.	M	Three (not specified)	1¾g —	T	PF	2.75 x 16	2.75 x 16	168	109	17	4	
BITRI													
150 de luxe	148 c.c. 59 x 54mm t.s.	M											
150 Standard	148 c.c. 59 x 54mm t.s.	M	4.76 6.64 10.35 17.37	1½g —	PF	PF	4.00 x 8	4.00 x 8	215	179	0	0	*200 is fitted with electric starter.*
200	191 c.c. 65 x 58mm t.s.	M	4.76 6.64 10.35 17.37	1½g —	PF	PF	4.00 x 8	4.00 x 8	200	165	0	0	
			4.44 5.79 8.64 15.04	2½g —	PF	PF	4.00 x 8	4.00 x 8	—	213	0	0	
BOND													
Model PI	148 c.c. 57 x 58mm t.s.	C	5.01 6.72 12.8	2½g —	PA	PA	4.00 x 10	4.00 x 10	262	174	5	0	*Electric starter.*
B.S.A.													
Dandy	70 c.c. 45 x 44mm t.s.	M	9.7 21.2	¾g —	BL	PF	2.50 x 15	2.50 x 15	120	79	4	4	
DAYTON													
Albatross	224 c.c. 63 x 72mm t.s.	M											
Albatross Twin de Luxe	249 c.c. 50 x 63.5mm t.s. twin	M	4.7 6.2 8.93 14.38	2½g —	PF	PF	4.00 x 12	4.00 x 12	308	210	10	0	
			4.9 6.49 9.31 14.99	2½g —	PF	PF	4.00 x 12	4.00 x 12	319	235	0	0	
DKR													
Dove	147 c.c. 55 x 62mm t.s.	M											
Pegasus de Luxe	148 c.c. 57 x 58mm t.s.	C	4.9 6.5 12.4	1¾g —	PF	PF	3.50 x 10	3.50 x 10	283	162	15	0	
Defiant de Luxe	197 c.c. 59 x 72mm t.s.	C	5.02 6.73 12.8	1¾g —	PF	PF	3.50 x 10	3.50 x 10	300	177	11	11	
			4.43 5.63 7.88 13.02	1¾g —	PF	PF	3.50 x 10	3.50 x 10	308	189	15	5	
D.K.W.													
Hobby	74 c.c. 45 x 47mm t.s.	M	Automatically variable	1½g —	T	PA	2.50 x 16	2.50 x 16	164	135	19	7	
D.M.W.													
Bambi	98 c.c. 47 x 57mm t.s.	M	7.8 13.6	1½g —	PF	PF	2.50 x 15	2.50 x 15	160	110	8	0	
DOUGLAS													
Vespa Standard	124 c.c. 54 x 54mm t.s.	M											
Vespa Clubman	145 c.c. 57 x 57mm t.s.	M	4.85 7.6 12.2	1¾g —	PA	PA	3.50 x 8	3.50 x 8	195	145	7	6	*Standard model with parking lights, £148 12s 11d.*
Vespa Gran Sport	145 c.c. 57 x 57mm t.s.	M	4.73 7.46 12.2	1¾g —	PA	PA	3.50 x 8	3.50 x 8	195	165	19	11	
			5.87 7.61 10.28 14.72	2½g —	PA	PA	3.50 x 10	3.50 x 10	220	194	17	1	
DUNKLEY													
Whippet 60	61 c.c. 44 x 40mm o.h.v.	M											
S65	64 c.c. 42 x 44mm o h.v.	M	11.7 19.6	1g ¾pt	T	PF	2.00 x 23	2.00 x 23	110	82	19	0	
			10.68 17.84	1g ¾pt	BL	PF	2.50 x 15	2.50 x 15	130	98	18	6	
DÜRKOPP													
Diana	194 c.c. 61 x 64mm t.s.	C	4.86 6.08 8.38 14.3	2½g —	PF	PA	3.50 x 10	3.50 x 10	317	218	6	3	*Electric starter.*
HEINKEL													
Tourist	174 c.c. 60 x 61.5mm o.h.v.	C	5.13 7.1 10.6 18.05	2½g 2pt	T	PA	4.00 x 10	4.00 x 10	295	239	10	0	*Electric starter.*
ISO													
One-fifty	146 c.c. 57 x 57mm t.s.	M	5.25 7.2 9.9 19.4	1½g —	PA	PA	3.50 x 10	3.50 x 10	215	175	14	6	
KREIDLER													
R50	49 c.c. 38 x 44mm t.s.	M	16.3 28.4	1¾g —	T	S	2.25 x 23	2.25 x 23	138	99	14	3	
LAMBRETTA													
LD125	123 c.c. 52 x 58mm t.s.	M											
LDB150	148 c.c. 57 x 58mm t.s.	M	5.13 8.8 15.2	1½g —	BL	PA	4.00 x 8	4.00 x 8	194	149	17	6	*LDA150 and Mayfair models have electric starter.*
LDA150	148 c.c. 57 x 58mm t.s.	C	4.75 7.5 12.9	1½g —	BL	PA	4.00 x 8	4.00 x 8	165	164	15	2	
Riviera	148 c.c. 57 x 58mm t.s.	M	4.75 7.5 12.9	1½g —	BL	PA	4.00 x 8	4.00 x 8	212	179	10	0	
Mayfair	148 c.c. 57 x 58mm t.s.	C	4.75 7.5 12.9	1½g —	BL	PA	4.00 x 8	4.00 x 8	198	189	17	6	
TV175	170 c.c. 60 x 60mm t.s.	M	4.75 7.5 12.9	1½g —	BL	PA	4.00 x 8	4.00 x 8	198	197	14	8	
			5.69 7.3 9.77 14.32	1¾g —	BL	PA	3.50 x 10	3.50 x 10	253	209	17	6	
MAICO													
Mobil	197 c c. 65 x 59.6mm t.s.	C											
Maicoletta	247 c.c. 67 x 70mm t.s.	C	6.0 8.1 11.5 19.8	2g —	T	PF	3.25 x 14	3.25 x 14	250	209	11	8	*Maicoletta with 277 c.c. engine, £243 5s 3d.*
			4.73 6.33 8.98 15.6	2½g —	T	PF	3.25 x 14	3.25 x 14	309	237	0	6	
MERCURY													
Dolphin	98 c.c. 47 x 57mm t.s.	M											
Pippin	98 c.c. 47 x 57mm. t.s.	M	6.39 10.96	1g —	T	S	2.50 x 20	2.50 x 20	165	105	0	0	
			7.77 12.7	1g —	T	S	2.50 x 15	2.50 x 15	177	115	10	0	
MOTOBÉCANE													
Mobyscooter	124 c.c. 54 x 54mm t.s.	M	5.47 8.39 15.07	1½g —	PF	PA	3.50 x 10	3.50 x 10	199	159	19	3	
N.S.U.													
Prima	148 c.c. 57 x 58mm t.s.	C											
Five-Star Prima	174 c.c. 62 x 57.5mm t.s.	C	4.95 7.26 14.66	1¾g —	BL	PA	4.00 x 8	4.00 x 8	270	201	3	10	*Both models have electric starter.*
			4.86 6.63 9.06 13.46	2½g —	PF	PA	3.50 x 10	3.50 x 10	304	249	19	0	
PARILLA													
Greyhound	153 c.c. 60 x 54mm t.s.	M	6.0 7.9 10.5 15.6	1½g —	T	PF	3.00 x 12	3.00 x 12	193	176	14	0	
PIATTI													
Standard	125 c.c. 51 x 61mm t.s.	M	4.1 6.3 11.4	1¾g —	PA	PA	3.50 x 7	3.50 x 7	180	124	8	9	
De Luxe	125 c.c. 51 x 61mm t.s.	M	4.1 6.3 11.4	1¾g —	PA	PA	3.50 x 7	3.50 x 7	190	140	6	11	

ABBREVIATIONS:—M=magneto; C=coil; T=telescopic front fork; G=girder front fork; BL=bottom-link front fork; S=solid frame; PF=pivoted-fork suspension; PA=pivoted-arm suspension; P=plunger-type suspension; LS=leaf spring; F=front; R=rear; sv.=side-valve; o.h.v.=overhead-valve; o.h.c.=overhead-camshaft; t.s.=two-stroke; g=gallons; pt=pints; mm=millimetres; in=inches; lb=pounds; s.f.=spring frame. *Prices include speedometer (except for machines under 100 c.c.). Manufacturers' and concessionaires' addresses are given on page 29.*

Model	Capacity, Bore, Stroke and Type of Engine	Ignition	Gear Ratios	Tank Size Fuel Oil	Suspension F	Suspension R	Size of Tyres Front	Size of Tyres Rear	Weight (full equipment) lb	(Price with speedo and purchase tax) £	s	d	Remarks
PHOENIX													
One Fifty	147 c.c. 55 x 62mm t.s.	M	4.82 6.45 12.27	1½g	—		PA	PF	3.50 x 8	3.50 x 8	196	147 4 0	*T Two Fifty has electric starter.*
One Fifty de Luxe	147 c.c. 56 x 60mm t.s.	M	4.82 6.45 12.27	1½g	—		PA	PF	3.50 x 8	3.50 x 8	224	157 10 0	
S Two Hundred	197 c.c. 59 x 72mm t.s.	M	4.63 5.87 8.23 13.58	1½g	—		PA	PF	3.50 x 8	3.50 x 8	246	193 18 8	
T Two Fifty	249 c.c. 50 x 63.5mm t.s. twin	M	4.75 6.29 9.03 14.53	1½g	—		PA	PF	3.50 x 10	3.50 x 10	265	229 17 10	
PRIOR													
200	191 c.c. 65 x 58mm t.s.	M	4.43 6.39 9.54 18.66	2½g	—		PF	PF	3.50 x 10	3.50 x 10	317	224 11 0	*Originally marketed as Kieft. Electric starter.*
PROGRESS													
Anglian	148 c.c. 55 x 62mm t.s.	M	6.75 9.05 17.22	2g	—		PF	PF	3.25 x 16	3.25 x 16	220	189 14 5	*Britannia and Continental fitted with electric starters. Major and Continental are German imports.*
Briton	197 c.c. 59 x 72mm t.s.	M	6.9 9.9 18.38	2g	—		PF	PF	3.25 x 16	3.25 x 16	230	199 12 10	
Britannia	197 c.c. 59 x 72mm t.s.	C	5.48 6.96 9.74 16.11	2g	—		PF	PF	3.25 x 16	3.25 x 16	270	219 9 7	
Major	191 c.c. 65 x 58mm t.s.	M	5.8 7.5 11.3 19.6	1½g	—		PF	PF	3.25 x 16	3.25 x 16	305	215 15 3	
Continental	191 c.c. 65 x 58mm t.s.	C	5.8 7.5 11.3 19.6	2½g	—		PF	PF	3.25 x 16	3.25 x 16	310	254 4 0	
PUCH													
VSK50L	49 c.c. t.s.	M	16.0 30.0	1½g	—		T	PF	2.25 x 23	2.25 x 23	95	105 0 0	*RLA125 has electric starter.*
RL 125	121 c.c. 52 x 57mm t.s.	M	6.6 11.6 20.4	1½g	—		T	PF	3.25 x 12	3.25 x 12	167	163 0 0	
RLA 125	121 c.c. 52 x 57 mm t.s.	C	6.6 11.6 20.4	1½g	—		T	PF	3.25 x 12	3.25 x 12	249	177 10 0	
RUMI													
Little Ant	125 c.c. 42 x 45mm t.s. twin	M	5.43 6.84 9.42 14.33	1½g	—		BL	PA	4.00 x 8	4.00 x 8	180	173 19 9	
SUN													
Geni	98 c.c. 47 x 57mm t.s.	M	7.23 11.85	1½g	—		BL	PF	2.50 x 15	2.50 x 15	160	125 0 0	
TERROT													
VMS2	125 c.c. 53.5 x 55mm t.s.	M	Two (not specified)	2g	—		PA	PA	3.50 x 8	3.50 x 8	190	124 2 6	*VMS3 has pre-selector gear box.*
VMS3	125 c.c. 53.5 x 55mm t.s.	M	4.83 7.27 11.38	2g	—		PA	PA	3.50 x 8	3.50 x 8	200	164 19 8	
TWN													
Tessy Super	143 c.c. 58 x 54mm t.s.	M	5.0 7.5 18.6	1½g	—		BL	PF	3.50 x 8	3.50 x 8	268	199 12 0	
Contessa	197 c.c. 45 x 62mm t.s. twin-piston single	M	4.75 5.94 8.6 15.2	2½g	—		PF	PF	3.50 x 10	3.50 x 10	328	230 15 9	
VICTORIA													
Nicky	48 c.c. 38 x 42mm t.s.	C	12.61 24.42	6½pt	—		BL	PF	2.25 x 20	2.25 x 20	132	105 0 0	
ZÜNDAPP													
Bella 154	148 c.c. 57 x 58mm t.s.	C	5.88 8.23 11.51 18.43	1½g	—		PF	PF	3.50 x 12	3.50 x 12	259	187 2 6	*Electric starter standard.*
Bella R203	199 c.c. 64 x 62mm t.s.	C	5.34 7.5 10.49 16.77	1½g	—		PF	PF	3.50 x 12	3.50 x 12	306	205 16 9	

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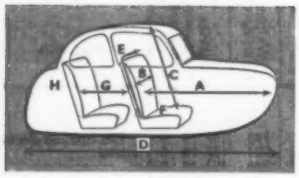


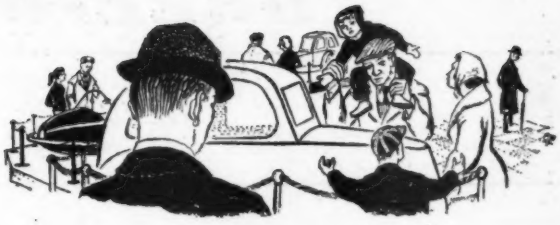
Sidecar

A COMPREHENSIVE GUIDE TO ALL CHASSIS AND BODIES

MODEL	A	B	C	D	E	F	G	H	J	£	s	d	REMARKS
BLACKNELL													
Safety 2 double-adult saloon	52	22	35	94½	16 × 18	18 × 17	34	22 × 20 × 12	150	128	3	8	*Chassis: Safety Mk I (for Safety 2 and 1½), £39 19s 5d; Safety Mk 2 (for Family Favourite), £43 7s; Junior Safety (for Cob), £32 6s 2d; Lightweight (for Queen 8, Gnat and Scootabox), £30 17s 6d; chassis for San Remo not supplied separately. Extras: for Mk I chassis—brake £10 10s; brake and spring-wheel conversion kit, £17; spring-wheel conversion kit, £8; for Mk 2 chassis—brake, £4 10s; for Gnat—hood, £3 10s; tonneau cover, £2 10s; footstep, 12s 6d; for Gnat, Cob and Scootabox—luggage carrier £1 10s.*
Safety 1½ child-adult saloon	48	22	35	86	16 × 18	18 × 17	21½	21 × 18 × 15	115	121	6	5	
San Remo double-adult saloon (with spring wheel)	43	23	33	85½	22 × 21	16 × 19	27	16 × 22 × 18	125	119	18	4	
San Remo double-adult saloon (with spring wheel and brake)	43	23	33	85½	22 × 21	16 × 19	27	16 × 22 × 18	125	125	10	7	
Family Favourite double-adult saloon (with spring wheel)	48	22½	33	85½	22 × 21	16 × 18	27	16 × 22 × 18	110	115	14	1	
Cob single-seat open tourer (with spring wheel)	46	22½	33	68	19½ × 20½	14 × 22	—	18 × 21 × 22	123	79	16	9	
Queen 8 single-seat open tourer (with spring wheel)	43	23	33	59½	20 × 21	14 × 22	—	12 × 18 × 15	85	63	5	0	
Gnat single-seat open tourer (with spring wheel)	40	13	34	55	15 × 18	17 × 13	—	10 × 18 × 15	67½	57	12	8	
Scootabox commercial box (with spring wheel; payload, 200 lb)	—	19	—	54	—	—	—	—	68	43	0	0	
B.S.A.													
22/47 single-seat tourer	51	21½	30	84	20 × 21½	18 × 17	—	25 × 17 × 12½	205	84	7	11	*Chassis: for 22, £30 17s 6d; for 23 £32 5s.*
22/54 single-seat saloon	51	21½	30	73	19½ × 21½	19 × 18	—	22 × 20 × 18	222	87	16	6	
23/51 child-adult saloon	51	21	32	83	18 × 21	18 × 17	21	—	243	92	12	7	
BUSMAR													
York double-adult saloon	46	23½	39	96	17 × 20	17 × 20	29	8½ × 22½ × 24	175	116	0	0	*Chassis: £37. Extras: brake, £5 12s 3d, Gregoire suspension, £8 17s 6d; two-tone finish (except Astral and Astralette), £2 16s 2d; two-tone upholstery (except Astral and Astralette), £1 10s.*
Lancastria child-adult saloon	42	23½	36	92	17 × 20	17 × 20	24	9 × 21 × 22	135	110	10	0	
Astral double-adult saloon	44	23½	39	94	17 × 20	17 × 20	27	13 × 22 × 20	145	117	10	0	
Devon child-adult saloon	42	23½	36	87	17 × 20	17 × 20	24	7 × 20 × 24	125	98	0	0	
Lincoln single-seat saloon	44	23½	37	90	19 × 21	17 × 20	—	20 × 22½ × 32	115	99	0	0	
Astralette single-seat saloon	46	23	37	82½	17 × 20	17 × 20	—	18 × 22 × 30	110	99	10	0	
CANTERBURY													
Sportsmobile two-seat sports	48	31	34	92	22 × 31	14 × 27	—	35 × 31 × 15	170	126	10	2	*Chassis: GMC3a, £39 16s 8d; GMC6a, £41 16s 6d; GMC7a, £44 7s 4d. Extras: brake, £6 1s 1d; disc wheel, £1 11s 3d; disc wheel with brake, £6 16s 1d. Prices quoted for Avenger, Valiant, Challenger, Conqueror, Victor and Carmobile Mark I are for bodies only. Commercial box in mediumweight form (21 x 18 x 54in) on GMC3a chassis, £47 3s 8d; in heavyweight form (21 x 18 x 54in) on GMC6a or GMC7a chassis, £52 10s 4d.*
New Carmobile three-seat saloon	50	32	37	93	22 × 30	14 × 27	35	8 × 31 × 20	230	130	7	1	
Hawk single-seat saloon	55	26	27	83	22 × 24	19 × 18	—	26 × 26 × 18	126	96	11	1	
Eagle double-adult saloon	53	26	37	93	22 × 24	19 × 18	32	8 × 26 × 18	185	116	1	3	
Venom occasional double-adult saloon	49	26	37	86	22 × 24	19 × 18	28	8 × 26 × 18	175	100	0	9	
Demon single-seat saloon	44	21	33	68	21 × 20	17 × 18	—	18 × 21 × 18	85	65	19	9	
Avenger occasional double-adult saloon	44	22	37	89	21 × 20	20 × 18	24	9 × 21 × 18	165	59	8	3	
Valiant child-adult saloon	53	22	36	83	21 × 22	17 × 28	22	7 × 22 × 17	114	39	1	4	
Challenger single-seat saloon	47	22	34½	83	22 × 19	18 × 19	—	28 × 21 × 17	126	55	18	6	
Conqueror double-adult saloon	48	22	39	95	22 × 19	18 × 19	28	14 × 22 × 19	174	70	8	11	
Victor child-adult saloon	44	22	35½	88½	22 × 19	18 × 19	22	9 × 22 × 18	157	65	13	8	
Carmobile Mark I	45	31	37	93	21 × 28	14 × 28	29	10 × 31 × 18	230	89	14	7	
Lightweight Commercial box	—	23	16	40	—	—	—	—	—	42	8	6	
Competition Unit	—	—	—	—	—	—	—	—	—	85	15	3	
C.M.													
Paramount child-adult saloon on A2 chassis	42	20½	36	86	21 × 23	16 × 16	20	17 × 21 × 17½	218	145	10	0	*Extras: brake, £7 15s 6d; chrome wheel rim, 15s 6d.*
Airflow single-seat sports on A3 chassis	45	20½	33	84	21 × 23	16 × 16	—	36 × 21 × 14½	189	115	4	9	
GARRARD													
Grand Prix single-seat sports	54	18	28	72	—	—	—	18 × 15 × 26	160	96	13	8	*Chassis: Mark 4 lightweight, spring wheel, £39 18s 8d; Mark 6 heavyweight spring wheel, £44 18s 6d. Extras: brake, £9 7s 2d; luggage grid, £4 19s 10d; bumper bar, £2 9s 11d; grab rail-cum-side lamp, £3 8s 7d; matching number plate and stop light £3 14s 11d; safety bar, £4 10s.*
Mono-Twin two-seater	46	26	35	92	18 × 16	18 × 15	28	6 × 18 × 18	190	140	0	0	
S90 Sports	54	18	35	82	18 × 15	18 × 15	—	30 × 16 × 14	180	110	0	0	
S90 Drophead	54	18	35	82	18 × 15	18 × 15	—	30 × 16 × 14	190	140	0	0	
Mono-Box for motor cycles	—	—	—	—	—	—	—	—	—	65	0	0	
Mono-Box for scooters	—	—	—	—	—	—	—	—	—	63	0	0	
HILLSBOROUGH													
Regent Child-adult Saloon	42	21	37	82½	24 × 16	16 × 16	24	21½ × 21½ × 10	175	94	9	10	*Chassis: Unsprung, £39 3s; Springer, £44 1s 3d. Brake, £8 11s 8d extra.*
Lonsdale Double-adult Saloon	42	23	42	96	24 × 16	16 × 16	36	21 × 23 × 9	225	103	4	6	
Cotswold Single-seat Saloon	48	23	34	82½	24 × 23	17 × 23	—	29 × 23 × 23	165	85	15	2	
Rivlin Child-adult Saloon	42	23	33	83	20 × 14	16 × 15	24	22½ × 19½ × 10	220	81	14	2	
Derwent Child-adult Saloon	42	23	33	88	20 × 14	16 × 15	24	22½ × 19½ × 10	220	94	9	10	
RANKIN													
Watford Child-adult Saloon	51	22	35	82	20 × 20	15 × 16½	16	18 × 23 × 12	120	36	3	7	*Chassis: Watsonian VG21, £36 10s. Kwikfit, £42 10s. Extras: brake, £5 10s; spring wheel, £5 10s. Prices quoted are for bodies only.*
Lifford Single-seat Saloon	51	22	35	82	20 × 20	15 × 16½	—	24 × 18 × 20	110	34	18	7	
Bidford Double-adult Saloon	52	22	36	90	22 × 20	16 × 18	28	18 × 23 × 9	140	51	15	5	
Cranford Child-adult Saloon	52	22	36	86	22 × 20	15 × 16½	21	18 × 23 × 9	130	46	3	2	

Abbreviations. A—squab to toe rest B—width at elbows C—height inside (with hood raised if open body) D—overall length E—seat squab (depth by width) F—cushion area G—rear squab to back of front squab (in case of two-seat models) H—luggage locker (length by width by height) J—weight of body in pounds. *All dimensions are in inches. Prices include purchase tax (payable in Great Britain only) and refer to complete sidecars with chassis unless otherwise indicated. Manufacturers' and concessionaires' addresses are given on page 294.*

Ranges



BODIES AVAILABLE IN GREAT BRITAIN

MODEL	A	B	C	D	E	F	G	H	J	£ s d	REMARKS
P.M.B.											
Adventurer Child-adult Saloon	56	23¾	34	96	22½ × 20	18 × 15	26	20 × 15 × 10	200	150 19 8	
RAVEN											
Victor Double-adult Saloon	48	22	36	90	16 × 18	22 × 21	31	14 × 18 × 19	120	44 18 3	*Prices quoted are for bodies only.*
Hertford de Luxe Child-adult Saloon	46	21	35	84	18 × 16	22 × 21	22	18 × 21 × 18	85	38 13 6	
Hertford Child-adult Saloon	46	21	35	84	18 × 16	22 × 21	22	18 × 24 × 14	85	34 18 7	
Essex Child-adult Saloon	47	21	36	90	18 × 16	22 × 21	26	19 × 22 × 14	100	41 3 5	
Grange Single-seat Saloon	22	22	35	84	18 × 20	20 × 22	—	29 × 19 × 19	80	32 8 9	
Cadmore Single-seat Sports	50	19	—	72	18 × 14	18 × 16	—	19 × 18 × 16	60	22 9 2	
Ashby de Luxe occasional Three-seat Saloon	42	19	36	96	19 × 18	19 × 18	40	17 × 21 × 19	160	62 7 6	
STEIB											
RS1 for Scooters	44	16½	31½	71	18½ × 17	15 × 15½	—	23 × 16 × 15½	102	89 13 11	*RS 2 for scooters with wheels of over 12in diameter, £97 6s 1d.*
LS200 Lightweight	44	16½	31½	73	20 × 18	15 × 16	—	23 × 16 × 15½	132	74 4 6	
S250 Lightweight	46½	18½	33	75	21 × 17½	18 × 17	—	23½ × 18½ × 17½	155	88 17 8	
S350 Sports	46	17	31	76	21 × 17	16 × 15	—	21 × 17 × 12	154	83 17 11	
S501 Sports	47	17½	31½	75	21 × 17	16 × 17	—	21 × 16½ × 14½	176	97 12 4	
TR500 Sports	50	18½	35	80	19½ × 18½	18 × 17½	—	24 × 17½ × 16½	198	110 14 3	
Single-seat Tourer for Lambretta Scooter	35	16	—	64	18 × 15	17 × 14½	—	12 × 12 × 14	—	69 0 5	
Commercial Box for Lambretta Scooter	—	16	16	49	—	—	—	—	—	52 10 0	
STREAMLINE											
Regal Double-adult Saloon	48	23	35	98	23 × 22	17 × 16	28	22 × 22 × 9	135	57 7 8	*Prices quoted are for bodies only.*
Renown Single-seat Saloon	49	23	31	81	23 × 22	16 × 16	—	22 × 22 × 8	70	39 9 11	
Royal Child-adult Saloon	47	22	31	85	22 × 22	16 × 16	21	22 × 22 × 6	100	36 11 6	
SURREY											
Camberley Three-seat Saloon	40	27	40	96	17 × 25	16 × 25	40	9 × 27 × 24	270	124 15 0	*Chassis: Scooter, £28 0s 7d; SC1, £28 0s 7d. Extras for Camberley: brake, £5 17s 6d; opening side windows, £5. Weights quoted are inclusive of chassis.*
Rambler Scooter Saloon	48	20	34	72	16 × 18	18 × 18	—	13 × 18 × 18	90	66 14 2	
Rambler de Luxe Single-seat Saloon	48	20	34	72	16 × 18	18 × 18	—	13 × 18 × 18	127	66 14 2	
Scooter Box	—	—	—	—	—	—	—	—	—	42 10 0	
Lightweight Box	—	—	—	—	—	—	—	—	—	42 10 0	
Syvan Caravan	—	—	—	—	—	—	—	—	—	139 0 0	
SWALLOW											
Vulcan Mk 2 double-adult saloon	47	23	34	89	23 × 21	20 × 18	24	—	178	115 0 0	*Chassis: Velvet, £37 10s; Pathfinder, £37 10s; SW, £24. Extras: brake, £5 10s; chrome wheel rim, £1 7s 6d; tonneau cover for Jet 80 or Swift, £1 5s.*
Comet Mk 2 child-adult saloon	44½	21	33½	84	21 × 21	20 × 18	19	19 × 20 × 19	165	100 0 0	
Tudor single-seat saloon	48½	22	34	79½	22 × 21	19 × 17½	—	20 × 20 × 18	148	97 10 0	
Jet 80 Mk 2 single-seat sports	47	17	28	82	17 × 21	18 × 15	—	23 × 19 × 19	65	107 10 0	
Sprite Scooter single-seat saloon	50	21	32	68	21 × 21	18 × 16	—	15 × 18 × 17	72	68 10 0	
Swift Scooter single-seat sports	48	21	32	68	21 × 21	18 × 16	—	15 × 18 × 17	72	67 0 0	
Scooter Box	—	—	—	—	—	—	—	—	—	39 10 0	
Commercial Box	—	—	—	—	—	—	—	—	—	52 16 8	
WATSONIAN											
Windsor single-seat tourer on LX chassis	48	21	32	68	22 × 21	18 × 16	—	13 × 19 × 14	58	51 10 0	*Chassis: SC, £22 10s; LX, £30; LG Mk 1 with coil springs, £32; with quarter-elliptic springs, £33 10s; VG21, £36 10s; Kwikfit, £42 10s; VG26, £43. Extras: VG for Windsor, £9; VG for Marlow or Eton £7 10s; Kwikfit for Ascot, Avon, Monarch, Maxstoke and Cambridge, £6; VG for Light Maxstoke, £4; Kwikfit for Light Maxstoke, £10; brake on VG 21 or Kwikfit, £5 10s; spring wheel on VG or Kwikfit, £5 10s; tonneau cover for Windsor, Marlow, Avon, Monarch or Bambini, £1 5s; hood for Bambini, £3 10s; luggage carrier, £1 5s; bumper bar, 17s 6d.*
Marlow single-seat sports on LG Mk 1	48	21	32	68	22 × 21	18 × 16	—	15 × 18 × 17	72	60 10 0	
Eton single-seat saloon on LG Mk 1	50	21	32	68	22 × 21	18 × 16	—	15 × 18 × 17	72	62 10 0	
Avon single-seat sports on VG 21	52	21	34	84	19 × 21	18 × 16	—	26 × 21 × 16	105	78 10 0	
Monaco single-seat sports (monocoque)	56	21	34	87	24 × 21½	18 × 16	—	27 × 21 × 20	190	139 0 0	
Monarch single-seat tourer on VG 21	56	21	36	86	22 × 23	18 × 16	—	31 × 24 × 17	125	86 0 0	
Ascot single-seat saloon on VG 21	56	21	35	86	22 × 23	18 × 16	—	27 × 23 × 15	126	97 10 0	
Light Maxstoke child-adult saloon on LG Mk 1	54	21	32	84	23 × 21	18 × 16	22	—	117	79 0 0	
Maxstoke child-adult saloon on VG 21	54	21	36	84	23 × 21	18 × 16	22	—	140	97 10 0	
Cambridge double-adult saloon on VG 21	54	21	36	95	23 × 21	18 × 16	25	—	164	116 10 0	
Bambini scooter on SC	52	21	32	72	18 × 18	18 × 16	—	17 × 17 × 13	65	79 10 0	
Bambox on SC	—	—	—	—	—	—	—	—	—	55 10 0	
Light Box on LG Mk 1	—	—	—	—	—	—	—	—	—	36 10 0	
Standard Box on VG 21	—	—	—	—	—	—	—	—	—	45 0 0	
Tropical Box on VG 21	—	—	—	—	—	—	—	—	—	80 10 0	
Commercial Truck on VG 21	—	—	—	—	—	—	—	—	—	45 10 0	
Freight Carrier on VG 26	—	—	—	—	—	—	—	—	—	60 0 0	
WESSEX											
Child-adult saloon	47	23	32	90	18 × 17	17 × 17	16	15 × 16 × 12	130	125 19 11	*Both bodies have integral chassis. Brake and luggage grid extra.*
Single-seat tourer	47	23	32	90	18 × 17	17 × 17	—	30 × 21 × 19	115	102 5 11	

Abbreviations. **A**—squab to toe rest **B**—width at elbows **C**—height inside (with hood raised if open body) **D**—overall length **E**—seat squab (depth by width) **F**—cushion area **G**—rear squab to back of front squab (in case of two-seat models) **H**—luggage locker (length by width by height) **J**—weight of body in pounds. *All dimensions are in inches. Prices include purchase tax (payable in Great Britain only) and refer to complete sidecars with chassis unless otherwise indicated. Manufacturers' and Concessionaires' addresses are given on page 294.*

THREE-WHEELERS

Model	Capacity, Bore, Stroke and Type of Engine	Ignition	Gear Ratios	Tank Size Fuel Oil	Suspension F	Suspension R	Size of Tyres Front	Size of Tyres Rear	Weight (full equipment) lb	(Price with speedo and purchase tax) £	s	d	Remarks
AC													
Petite Mark 2	353 c.c. 75 x 80mm t.s.	M	4.85 8.95 18.95 (reverse 18.95)	3g —	BL	PA	4.00 x 12	4.00 x 12	868	399	8	6	*Electric starter standard. Interchangeable wheels, spare wheel and trafficators extra.*
B.M.W.													
Isetta Standard	298 c.c. 72 x 73mm o.h.v.	C	6.1 8.17 12.14 23.31	2½g —	W	LS	4.40 x 10	4.40 x 10	760	383	19	6	*Electric starter standard. Smiths Selectroshift £24 19s 6d extra on Plus model.*
Isetta Plus (de Luxe)	298 c.c. 72 x 73mm o.h.v.	C	6.1 8.17 12.14 23.31	2½g —	W	LS	4.40 x 10	4.40 x 10	770	399	19	6	
BOND MINICAR													
Mark D Standard	197 c.c. 59 x 72mm t.s.	M	4.75 8.1 15.4	2½g —	PA	PA	4.00 x 8	4.00 x 8	460	279	5	9	*Hardtop optional on Mark D models. Siba Dynastart standard on de Luxe and Mark E models; reverse switching £10 4s extra*
Mark D de Luxe	197 c.c. 59 x 72mm t.s.	C	4.75 8.1 15.4	2½g —	PA	PA	4.00 x 8	4.00 x 8	484	319	8	11	
Family Standard	197 c.c. 59 x 72mm t.s.	M	4.75 8.1 15.4	2½g —	PA	PA	4.00 x 8	4.00 x 8	476	319	8	11	
Family de Luxe	197 c.c. 59 x 72mm t.s.	C	4.75 8.1 15.4	2½g —	PA	PA	4.00 x 8	4.00 x 8	499	335	5	3	
Mark E	197 c.c. 59 x 72mm t.s.	C	4.97 7.75 10.82 17.87	3½g —	PA	PA	4.00 x 8	4.00 x 8	620	379	13	9	
BRUETSCH													
Mopetta	49 c.c. t.s.	M	Three (not specified)	— —	PF	PF	4.00 x 8	4.00 x 8	165	199	3	7	
CORONET													
Coupé	328 c.c. 58 x 62mm t.s. twin	C	5.81 9.3 15.2 (reverse 19.0)	4½g —	W	PA	5.20 x 13	5.20 x 13	812	449	15	6	*Siba Dynastart standard.*
HEINKEL													
Cabin Cruiser	174 c.c. 60 x 61.5mm o.h.v	C	5.83 8.08 12.07 23.04 (reverse 20.37)	3½g 2½pt	PA	PA	4.40 x 10	4.40 x 10	628	394	15	0	*Siba Dynastart standard.*
MESSERSCHMITT													
KR 200 Standard	191 c.c. 65 x 58mm t.s.	C	4.25 6.2 9.3 17.75	3g —	PA	PA	4.00 x 8	4.00 x 8	463	325	6	4	*Siba Dynastart standard. Heater standard on de Luxe model.*
KR 200 de Luxe	191 c.c. 65 x 58mm t.s.	C	4.25 6.2 9.3 17.75	3g —	PA	PA	4.00 x 8	4.00 x 8	471	339	13	6	
KR 201 Drophead	191 c.c. 65 x 58mm t.s	C	4.25 6.2 9.3 17.75	3g —	PA	PA	4.00 x 8	4.00 x 8	506	339	13	6	
RELIANT													
Regal Mk 3 Coupé	748 c.c. 56 x 76mm s.v. water-cooled four	C	4.38 6.34 10.8 18.66 (reverse 18.66)	6g 5pt	PA	LS	4.50 x 14	4.50 x 14	below 8 cwt	433	3	6	*Electric starter standard. Extras: hood for Coupé, £3 15s; spare wheel, £8 5s; bumper bars, £7 10s; chrome flashes, £1 15s.*
Regal Mk 3 Hardtop	748 c.c. 56 x 76mm s.v. water-cooled four	C	4.38 6.34 10.8 18.66 (reverse 18.66)	6g 5pt	PA	LS	4.50 x 14	4.50 x 14	below 8 cwt	446	6	0	
5-cwt Utilivan	748 c.c. 56 x 76mm s.v. water-cooled four	C	4.38 6.34 10.8 18.66 (reverse 18.66)	6g 5pt	PA	LS	4.50 x 14	4.50 x 14	below 8 cwt	403	3	6	
5-cwt Van	748 c.c. 56 x 76mm s.v. water-cooled four	C	4.38 6.34 10.8 18.66 (reverse 18.66)	6g 5pt	PA	LS	4.50 x 14	4.50 x 14	below 8 cwt	353	11	10	
SCOOTACAR													
Scootacar	197 c.c. 59 x 72mm t.s.	M	Four (not specified); reverse optional	— —	—	—	4.00 x 8	4.00 x 8	—	297	10	0	
TOURETTE													
Senior	197 c.c 59 x 72mm t.s.	C	4.53 5.76 8.06 13.33	2½g —	PA	PF	4.00 x 8	4.00 x 8	500	325	0	11	*Siba Dynastart standard. Hardtop optional.*
De Luxe	197 c.c. 59 x 72mm t.s.	C	4.53 5.76 8.06 13.33	2½g —	PA	PF	4.00 x 8	4.00 x 8	500	345	2	6	

ABBREVIATIONS:—*M=magneto; C=coil; BL=bottom-link suspension; PF=pivoted-fork suspension; PA=pivoted-arm suspension; W=wishbone suspension; LS=leaf spring; F=front; R=rear; s.v.=side-valve; o.h.v.=overhead-valve; t.s.=two-stroke; g=gallons; pt=pints; mm=millimetres; in=inches; lb=pounds.*

Manufacturers' Addresses

SIDECARS

Blacknell Blacknell Sidecars, Ltd., Tidmas Factory, Alfred Street, South, Nottingham.

B.S.A. B.S.A. Motor Cycles, Ltd., Small Heath, Birmingham, 11.

Busmar Busmar, Ltd., Field Street, Blackpool, Lancashire.

Canterbury Canterbury Sidecars, Ltd., Arisdale Avenue, South Ockendon, Romford, Essex.

C.M. Conner Motors, Ltd., 81a, Hungerford Road, London, N.7.

Garrard Garrard Sidecars, Ltd., 78, Walmer Road, London, W.10.

Hillsborough Harry Hodgson and Sons (Sheffield), Ltd., 78-82, Leader Road, Sheffield, 6.

P.M.B. Plastic Motor Bodies, 69, Westow Street, London, S.E.19.

Rankin Rankin Sidecars, Ash Road, Saltley, Birmingham, 8.

Raven Raven Sidecars, 76, High Street, Cheshunt, Herts.

Steib A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex.

Streamline Streamline Sidecars, Ltd., 1, Rectory Lane, Loughton, Essex.

Surrey Surrey Sidecars, Station Approach Road, Coulsdon, Surrey.

Swallow Swallow Coachbuilding Co. (1935), Ltd., Albion Road, Greet, Birmingham, 11.

Watsonian Watsonian Sidecars, Ltd., Albion Road, Greet, Birmingham, 11.

Wessex Wessex Sidecars, Ltd., High Street, Othery, near Bridgwater, Somerset.

THREE-WHEELERS

AC AC Cars, Ltd., High Street, Thames Ditton, Surrey.

B.M.W. A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex.

Bond Sharp's Commercials, Ltd., Gosford Street, Ribbleton Lane, Preston, Lancashire.

Bruetsch Automotive and Marine, Ltd., The Crown Garage, Albany Street, London, N.W.1.

Coronet Coronet Cars, Ltd., Denham, Bucks.

Heinkel Noble Motors, Ltd., 266, Fulham Road, London, S.W.10.

Messerschmitt Cabin Scooters (Assemblies), Ltd., 80, George Street, London, W.1.

Reliant The Reliant Engineering Co., Ltd., Watling Street, Twogates, Tamworth, Staffs.

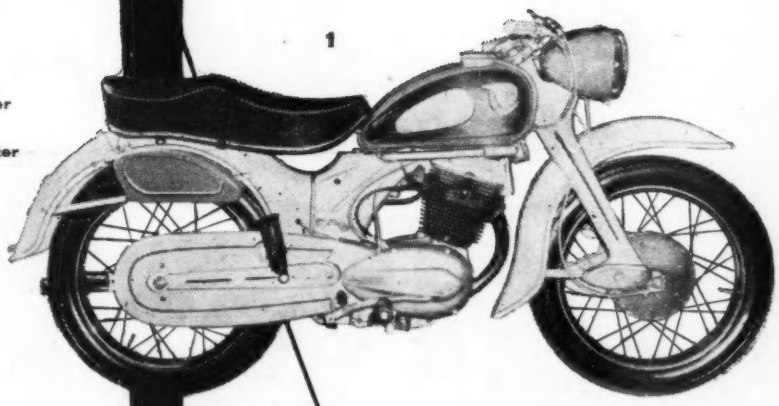
Scootacar Scootacar, 125, Jack Lane, Leeds, 10.

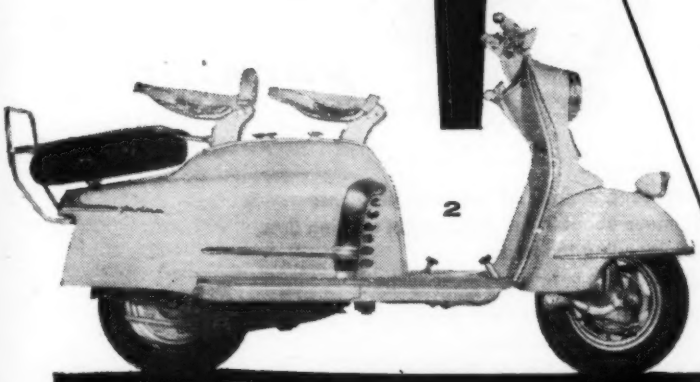
Tourette The Progress Supreme Co., 852, Brighton Road, Purley, Surrey.

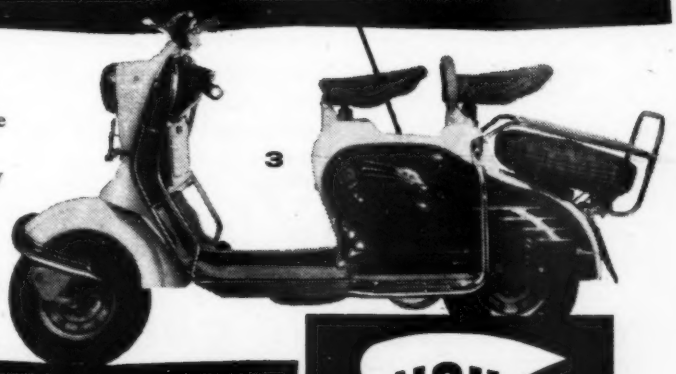
1 NSU Max Motorcycle

2 NSU Prima 5-Star Scooter

3 NSU Prima 150 cc Scooter







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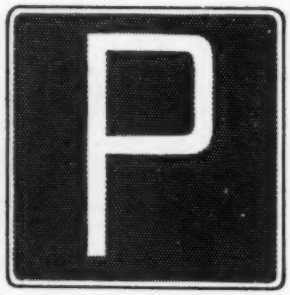

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with three-speed gear box	84	0	0
47 c.c. Super Sports Mk. 3	82	19	0
with three-speed gear box	87	3	0
BOWN			
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with plunger-type rear suspension	75	12	0
CENTRO			
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CIMATTI			
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CYCLEMASTER			
32 c.c. Cyclemate	37	10	9
D.K.W.			
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DÜRKOPP			
48 c.c. Dianette	85	1	3
EXPRESS			
49 c.c. Radexi III Luxus	87	3	0
FLANDRIA			
49 c.c. Majestic	85	1	0
HEINKEL			
50 c.c. Perle	78	15	0
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49 c.c. Her-cu-motor	67	4	0
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50 c.c. Supersport	89	19	6
with three-speed gear box	94	19	4
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ITOM			
49 c.c. Esperia	71	8	0
KIEFT			
47 c.c. 216	73	5	10

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48 c.c.	71	17	6
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49 c.c. Mercette	71	18	9
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49 c.c. de Luxe	49	10	11
49 c.c. Mobymatic	69	19	6
MOSQUITO			
49 c.c. 515	89	18	0
MV AGUSTA			
48 c.c. Ciclomotore	87	2	8
NEW HUDSON			
98 c.c. 2F Autocycle	76	14	6
NORMAN			
47 c.c. Nippy	74	9	0
N.S.U.			
49 c.c. Standard Quickly—N	66	1	7
49 c.c. de Luxe Quickly—S	74	3	4
49 c.c. Quickly Super	85	7	5

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49 c.c. Gadabout	74	11	0
PRIOR			
47 c.c. Sport 218	97	2	1
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47 c.c. 217	85	10	4
PUCH			
49 c.c. MS50L	87	10	0
RSI			
50 c.c. Model S	53	16	6
50 c.c. Model L	65	14	0
TALBOT			
49 c.c.	53	18	6
UT			
47 c.c. Elfi	69	15	0
VESTING			
50 c.c. Pesetta	93	9	0
VICTORIA			
48 c.c. Avanti	93	0	0
48 c.c. Vicky IVN	78	15	0
with three-speed gear box	83	14	0
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48 c.c. Tory	64	9	7
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MOSQUITO			
38 c.c.	31	10	0
49 c.c.	36	10	0
49 c.c. Centrimatic	39	10	0
POWER PAK			
49 c.c. Standard	28	7	10
49 c.c. Synchromatic	33	11	0
TEAGLE			
49 c.c.	19	12	11
VINCENT			
49 c.c. Firefly	26	15	2

Manufacturers and Concessionaires

Berini Curry's Ltd., 77, Uxbridge Road, Ealing, London, W.5.
Binetta Stuart and Payne, Ltd., 4, Broad Street Place, London, E.C.2.
Bown The Aberdale Cycle Co., Ltd., Bridport Road, London, N.18.
Centro The Anglo S.A. Trading Co., Ltd., 73, Moorgate, London, E.C.3.
Cimatti Indian Commerce and Industries Ltd., 29, Ludgate Hill, London, E.C.4.
Cyclemaster Cyclemaster, Ltd., Tudor Works, Chertsey Road, Byfleet, Surrey.
D.K.W. A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex.
Dot Vi-Vi Dot Cycle and Motor Manufacturing Co., Ltd., Arundel Street, Manchester, 15.
Ducati S. D. Sullam, Ltd., Africa House, Kingsway, London, W.C.2.
Dunelt Dunelt Cycle Co., Ltd., Attercliffe Works, Rabone Lane, Smethwick, Birmingham, 40.
Dürkopp Diana Concessionaires (Scooters), Ltd., 60, Ickenham Close, Ruislip, Middlesex.
Express Stuart and Payne, Ltd., 4, Broad Street Place, London, E.C.2.
Flandria Lectrix, 189, High Street, Orpington, Kent.
Heinkel Noble Motors, Ltd., 266, Fulham Road, London, S.W.10.
Hercules Hercules Cycle and Motor Co., Ltd., Britannia Works, Aston, Birmingham, 6.
H.M.W. Motor Imports Co., Ltd., 158, Stockwell Road, London, S.W.9.
Itom Adimar, 61, Clapham Road, London, S.W.9.
Kieft BP Scooters, The Airport, Wolverhampton, Staffs.
Kreidler Motor Imports Co., Ltd., 158, Stockwell Road, London, S.W.9.
Lambretta Lambrettta Concessionaires, Ltd., Beverley Works, Kingston By-pass, Raynes Park, London, S.W.20.
Magneet Indian Commerce and Industries, Ltd., 29, Ludgate Hill, London, E.C.4.
Maserati G. Nannucci, 5-6, Newman Passage, Newman Street, London, W.1.
Mercury Mercury Industries (Birmingham), Ltd., Pool Street, Wolverhampton, Staffs.
Mobylette Motor Imports Co., Ltd., 158, Stockwell Road, London, S.W.9.
Mosquito Mosquito Motors, Ltd., Moorfields, Liverpool, 2.
MV Agusta MV Distributors, Ltd., Regent House, 235-241, Regent Street, London, W.1.
New Hudson New Hudson Autocycles, Ltd., Small Heath, Birmingham, 11.
Norman Norman Cycles, Ltd., Beaver Road, Ashford, Kent.
N.S.U. N.S.U. (Great Britain), Ltd., 134-136, King Street, London, W.6.
Parilla The Progress Supreme Co., 852, Brighton Road, Purley, Surrey.
Phillips Phillips Cycles, Ltd., Credenda Works, Smethwick, Birmingham.
Power Pak Sinclair Goddard and Co., Ltd., 162, Queensway, London, W.2.
Prior BP Scooters, The Airport, Wolverhampton, Staffs.
Puch Ryders Autoservice, 215-217, Knowsley Road, Bootle, Liverpool, 20.
RSI Evian (Great Britain), Ltd., 9, Drapers Gardens, London, E.C.2.
Talbot H. J. Talbot and Son, 7, Central Hill, London, S.E.19.
Teagle W. T. Teagle (Machinery), Ltd., Blackwater, Truro, Cornwall.
UT Indian Commerce and Industries, Ltd., 29, Ludgate Hill, London, E.C.4.
Vesting Stuart and Payne, Ltd., 4, Broad Street Place, London, E.C.2.
Victoria Europa Imports, Ltd., 183a, Oxford Road, Reading, Berks.
Vincent Vincent Engineers (Stevenage), Ltd., Great North Road, Stevenage, Herts.
Zündapp Ambassador Motor Cycles, Ltd., Pontiac Works, Fernbank Road, Ascot, Berks.

It's Good to be Back

Once Again on Irish Soil, Sammy Miller (497 Ariel) Scores His Second Successive Win in the Hurst Cup Trial

TO be successful in any trial a rider wants more in his make-up than merely a morsel of ginger. And to be top scorer in the Knock Club's Hurst Cup Trial, in which marking is based on time as well as observation, he wants a compound of reflex action and riding skill to the ultimate power. There was a good deal of glee last Saturday, therefore, but not much surprise, when that dashing young Ulsterman Sammy Miller, glad to be back on home soil, for the second successive year, beat all comers in the latest edition of the Hurst frolic. Ariel riders had a field day: the 500 c.c. cup was won by Benny Crawford (at present leader in the Irish trials championship); Ron Langston completed the course in the shortest time; and the Ariel team comprising Miller, Langston and Gordon Blakeway carried off the manufacturers' team prize. And what more, even in Ireland, can you ask than that?

The venue as usual was the combined territories of the Clandeboye estate and the Lead Mines, County Down, and competitors were set to cover a six-and-a-half-mile lap six times. Each circuit embraced 17 observed sections, varying widely as between woodland and the undulating surface of the old mines. There was a total entry (solos only) of 61, almost half of whom straddled machines in the under-200 c.c. classes.

For this occasion the Knock Club departed slightly from the usual pattern by siting the first few observed tit-bits in the mines area instead of in the woods. The result was that almost from the moment they prodded their engines into life riders were faced with severe climbs over rock and stone. And as the trial progressed the rocks became thickly coated with mud and slime. . . .

The weather, for once, was fine. Prolonged rain during the previous weekend had left the ground soggy but by Friday the wind and watery sun had not wrought in vain. Saturday was a bright, clear day and qualms about the possible fearsomeness of the course were dispelled. After three of the six laps the surface in places became cut up and rough and, during the fifth and sixth laps, there were awkward goings on around a section known as The Stonewall—a tortuous gully in which many wicked boulders had become dislodged and were playing havoc with serious attempts at path-picking. Yes, the "Hurst," as always, was an arduous test. Have you known the Irishman yet that made, or wanted, *anything* easy?

It was evident in the early stages that Miller would, as they say, be about the place at the finish. But John Draper (348 B.S.A.), that Cheltenham farmer—of whom it is said that he has the fastest combine harvester in Great Britain—was in aggressive mood and riding furiously.

Machine faults began to trouble some: Brian Stronge (197 H.J.H.) retired with a sick engine; Brian Grubb (346 Royal Enfield) was concerned about his brakes and Jeff Smith (499 B.S.A.), found his engine considerably off song. Competing in his first "Hurst," Peter Stirland (346 Royal Enfield) took a toss on his third lap and lost marks as a result.

Top trials rider last weekend, Sammy Miller proceeds cautiously through Stoney Way

Throughout all these tribulations the brilliant riding of Artie Ratcliffe (199 Triumph) was a joy to watch—the more especially when he relieved a long succession of footing performances at the famous Hole in the Wall by riding it clean. Of the riders from south of the Irish border perhaps Michael Tracey (497 Ariel) impressed most of all. Indeed, he went on to make best performance by a runner resident in Ireland.

The time factor evidently worried many of the newcomers. Standard time is determined by taking an average of the times of the six fastest finishers, and a mark is

Another Irish Ariel star, Noel Bell makes a grimacing attack on the rock slabs on the aptly designated Rocky Hill, the 17th observed section. An Ards club member, Bell remained feet up to the summit

deducted for each 30s in excess of standard time. In the closing stages some riders on lightweights threw caution to the winds and speeded too hard. You want speed on mud and plonk on rocks. And on the rockery some of them literally foundered.

Altogether it was a satisfactory day, proving, among other things, that the general standard of trials riding in Ulster is really on the up and up. Much more will undoubtedly be heard of Crawford—and very much more, certainly, of Sammy Miller!

Hurst Cup (best performance).—S. H. Miller (497 Ariel), 873 marks gained. **Best 500 c.c.**—B. Crawford (Ariel), 828. **Best 350 c.c.**—J. V. Brittain (Royal Enfield), 769. **Best 250 c.c.**—J. R. Giles (199 Triumph), 722.

Best One-make Team.—Ariel: Miller, R. J. Langston, G. S. Blakeway, 2,327. **Club Team Award.**—Lightweight: Miller, Crawford, H. C. Parkinson, 2,277. **Oliver Jackson Award** (best performance on observation by Northern Ireland rider).—D. G. Andrews (197 Norman), 656. **Vice-president's Cup** (best performance by competitor resident in Ireland).—M. G. Tracey (497 Ariel), 639. **Bloam Cup** (fastest finisher).—R. J. Langston (497 Ariel), 2h 22m 12s.

First-class Awards.—B. W. Martin (348 B.S.A.), 758; G. L. Jackson (347 A.J.S.), 753; G. J. Draper (348 B.S.A.), 750; G. S. Blakeway (497 Ariel), 746; J. V. Smith (499 B.S.A.), 727; R. S. Peplow (199 Triumph), 712; R. J. Langston (497 Ariel), 708; L. A. Ratcliffe (199 Triumph), 702; J. B. Houghton (197 James), 692; B. F. Povey (201 James), 671; A. Shutt (249 Francis-Barnett), 653; M. G. Tracey (497 Ariel), 639; D. G. Andrews (197 Norman), 633.

While J. A. Gibson (498 Ariel), right, flounders in the mud hole at Scots' Corner, John Draper (348 B.S.A.), twice a former "Hurst" winner, forges through on firmer going

Witchcraft!

Alan Trial Gives Miller Second Win in Weekend : Peter Wraith (497 Ariel) Best in the Sidecar Category

THE Cumberland County Club last Sunday was blessed with a sunny, springlike day for its 29th national Alan Trophy Trial. The event, which attracted 116 entries (many of whom had dashed across from the "Hurst"), was held over two laps of a 25-mile circuit in the wooded valleys and long hill ranges of Inglewood, between Carlisle and Caldbeck, once a vast forest where outlaws roamed. The thaw made a sticky quagmire of all the observed sections and of the treacherous grass-surfaced lanes between sections. Before the start, Cumberland officials regarded Artie Ratcliffe (199 Triumph), four times a previous winner, with apprehensive eyes. If he won a fifth time, the treasured old trophy would become his property—and not theirs! But Ratcliffe footed on the first observed section—and subsequently retired with machine trouble before the end of the first lap! Who said that witchcraft no longer lingered in those lonely hills?

But if Ratcliffe was held in thrall, the little people smiled on Sammy Miller (again on an Ariel). He repeated his success of the previous day and in doing so beat Jeff Smith (499 B.S.A.), the runner-up, by a clear five marks. The sidecar award was won by yet another Ariel ace, Peter Wraith.

A hazard new to the "Alan," Bowman's Folly consisted of a slimy woodland bank divided into three sub-sections. The initial climb was a straightforward, not-too-difficult blind; but a sinuous section of track, winding between trees and the final, steep, red-loam bank were fearsome obstacles. The first group to tackle them, R. Cockburn (348 B.S.A.), W. A. Smith (197 James) and J. Hutchings (498 A.J.S.) failed with wheelspin early on. Fortunately an enthusiastic gang of Cumbrian farmers' boys produced a rope and rendered invaluable hauling service. Young T. E. Mason (197 James) and R. Gray (197 Dot) made promising attempts, then Arthur Lampkin (499 B.S.A.), using his big engine and feet to best advantage, made the first non-stop climb of the middle and top subs.

It was a gruelling haul for small engines. D. Gaddes (148 B.S.A.), B. Smith (197 Greeves) and J. R. Sayer (197 Francis-Barnett) all ploughed through without failing. Short riders, too, were at a disadvantage. J. Robson (197 James) struggled manfully but his front wheel, also, stopped momentarily. Even experts like Tom Ellis with his B.S.A. twin and Jackie Williamson (497 Ariel) failed early.

After half the entry had passed through a rather better track was worn through the top-surface slime, but spinning wheels revealed an awkward tree root which veteran G. W. Robinson (197 Greeves) struck, with dire results. P. Fletcher (499 Royal Enfield) made the best attempt of all at a feet-up climb. Stan Holmes (497 Ariel) made sure of not stopping by the simple expedient of adopting vigorous, paddling tactics, a performance emulated by Bob Andrew (347 A.J.S.). Sammy Miller (497 Ariel), Jeff Smith (499 B.S.A.) and Johnny Brittain (346 Royal Enfield) footed, then made inspired attempts to ride the summit feet up. Both Smith and Brittain were forced to prod within 20 feet of the section-ends card.

A muddy, gently-rising bank narrowing to a right-angle track littered with slimy stones and ending in the section known as Ash Root Steps, Underbrown, has been used in the "Alan" since the 1920s. The old-stager was in treacherous mood last Sunday. On the second lap Bryan Povey (201 James), John Houghton (197 James) and Garth Wheldon, riding the prototype 249 c.c. James, made confident climbs at the requisite medium pace. Sammy Miller again achieved a stylish climb.

Peter Wraith (497 Ariel sc) and P. W. Roydhouse (490 Norton sc) were outstanding among the four hardy "chariot" competitors. J. Forster (348 Velocette sc), with his smiling young son as passenger, made a game climb. His pre-war machine is ridden successfully in local scrambles in solo form.

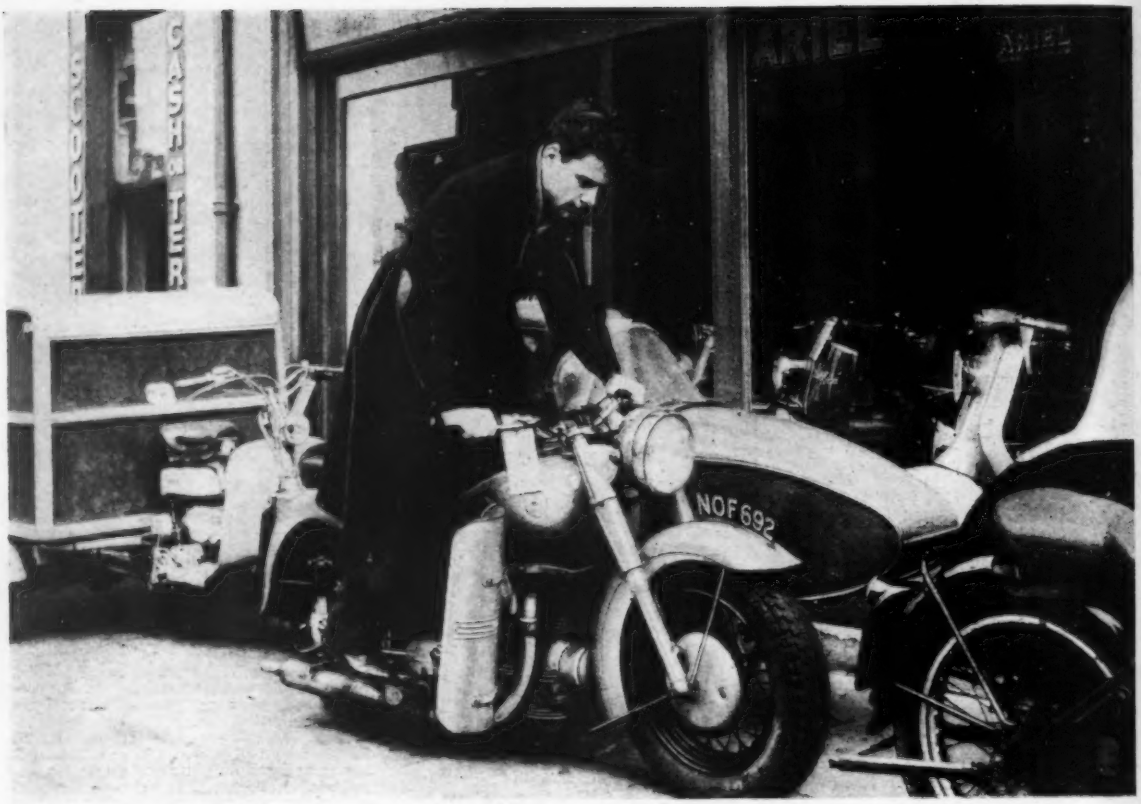
Alan Trophy.—S. H. Miller (497 Ariel), 36 marks lost. **W. T. Tiffen Trophy** (runner-up).—J. V. Smith (499 B.S.A.), 43. **500 c.c. Award.**—A. J. Lampkin (B.S.A.), 46. **350 c.c. Award.**—J. V. Brittain (Royal Enfield), 55. **250 c.c. Award.**—J. B. Houghton (197 James), 47. **Barron Trophy** (best sidecar).—P. Wraith (497 Ariel), 33.

Best One-Make Team.—Ariel: Miller, R. J. Langston, G. S. Blakeway, 136. **Best Club Team.**—Newcastle and District: R. A. Brown (497 Ariel), K. G. Holloway (197 James), P. S. Armstrong (197 Greeves), 243.

First-class Awards.—R. J. Langston (497 Ariel), 48; G. S. Blakeway (497 Ariel), 52; N. S. Holmes (497 Ariel), 53; R. S. Peplow (199 Triumph), 53; G. O. McLaughlan (347 A.J.S.), 61; R. H. Andrew (347 A.J.S.), 68; P. Fletcher (499 Royal Enfield) and G. Wheldon (249 James), 70; P. S. Armstrong (197 Greeves), 71; T. U. Ellis (496 B.S.A.) and B. F. Povey (201 James), 75; G. K. Oates (498 Triumph) and J. A. Sandiford (197 Dot), 79; J. Pryde (197 Francis-Barnett), 80; C. J. Ward (348 Ariel), 81; D. Younghusband (348 Ariel), 82; K. G. Holloway (197 James), 84; B. Williams (499 B.S.A.) and F. Lee (346 Royal Enfield), 85; J. Robson (197 James), 89; R. J. Barker (197 Greeves), 90; J. N. Bayles (197 Greeves), 92; B. Smith (197 Greeves), 93; B. A. Holden (197 Dot), 94; R. W. Sims (197 Sun), and J. England (197 Sun), 95; P. W. Roydhouse (490 Norton sc), 70.

Stop Press

BY the decision of an A.C.U. court of appeal last Monday, the solo award in the 1957 British Experts' Trial reverts to Gordon Jackson (A.J.S.). Originally Jackson was announced as the winner, and the trophy went to Jeff Smith (B.S.A.) when he protested successfully against an observer's marking. Jackson's appeal was upheld because it was ruled that Smith's protest had been submitted too late. The matter is not yet ended. A counter-appeal by Smith is certain.



The author starts the engine of a Sunbeam S7 and sidecar. At its price of £159 the outfit would have been a good buy

Seeking a Snip

There Are Plenty of Sound Used Models to Suit Most Bank Accounts—A Practical Survey

By JIMMY SIMPSON, Jnr.

BUYING a secondhand? It goes without saying that you will want to obtain the best value for your money. There *are* bargains to be found but don't be disheartened if your local dealer doesn't happen to have the snip you are looking for. The odds are that someone will. A little time—say, two or three weekends—spent visiting showrooms is almost certain to bring results.

In February I unexpectedly found myself cast in the role of a bargain hunter. A friend wanted a two-fifty or three-fifty for going to and from work and for weekend jaunts. Would I keep my eyes open and let him know if I saw anything that I thought might fill the bill? The price limit was £50 and the machine had to be reliable. A tall order I thought.

Needless to say I didn't strike lucky at once—in fact I called at four showrooms before seeing a machine that came anywhere near my friend's specification. The first likely candidate was a 1952 249 c.c. B.S.A. C11 with plunger-type rear springing; the price tag on the handlebar was marked "£49 10s." The model had caught my eye as soon as I walked through the door—its well-cared-for maroon and chromium finish stood out in gay contrast to the dowdy black of its immediate neighbours. A closer look was obviously indicated.

The paintwork and chromium plating were indeed in good condition and those tell-tales of the way in which a machine has been maintained—the control cables—were sound and well lubricated. The tyres were due for immediate replacement—equivalent to another £8 10s on the price (the tubes might also be in poor shape). The white-coated salesman who had been hovering in the background came over and asked if I would like him to start the engine. (The opportunity to hear the engine running is extended to all prospective buyers and should always be taken—in this case I was to be especially glad of it.) Three kicks brought the power unit to life. Blipping the throttle resulted in piston slap (a regular metallic tapping noise which increases when the engine is pulling and is more noticeable when it is cold than when it is hot). The noise persisted even after the engine had been running for about five minutes. Furthermore opening the throttle after a spell of idling brought a puff of dense blue smoke from the exhaust. A rebore (costing some £2 10s) was clearly indicated. Thus with the renewals, the B.S.A. would have cost over £60 to put on the road—a figure

outside my friend's means. However, had the extra cash been available, I would not have hesitated to buy that B.S.A. Save for the tyres and the cylinder bore the machine was in good nick and at £49 10s was about £11 cheaper than other examples of its type.

At my next call the what-have-you-for-£50 query produced £49 worth of 1949 346 c.c. Model G Royal Enfield equipped with a windscreen and pannier frames. True the machine was not in Earls Court condition—most of the paintwork had been renovated by hand—but it looked neat and there was little rust. The engine proved to be in excellent fettle as did the gear box—tested initially by the simple expedient of putting the model on the stand and, with the engine running, changing up and down through the ratios.

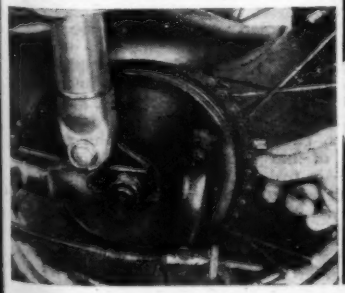
Satisfied that the foot-change mechanism was in good order, my next step was to check the condition of the pinions themselves. Bottom gear was engaged and the rear brake applied slightly, thus placing a load on the engine and transmission. Excessive wear of the pinions and/or bearings would be indicated by a pronounced whine (a slight noise can be ignored). In bottom gear the box was commendably quiet and repeating the process in second and third gears likewise failed to bring to light any fault; there was no tendency for the gears to jump out of mesh. The check was not carried out in top gear because as the drive is direct, the pinions are not under load and thus, irrespective of their condition, they will operate quietly.

The hunt seemed to be over. Barring the unexpected, the Royal Enfield was good for at least a year's trouble-free running. But I had a nagging feeling that I might do better still—that brush-and-tin paint job was irritating me like a mosquito bite. I was lucky. Three miles down the road, I discovered a 1949 three-fifty A.J.S. which looked really smart. True there were a few scratches and rust disfigured a number of nuts and bolts but there were no blemishes which would not respond to the odd dab of paint and a bit of spit and polish. Mechanically the Ajay was the Royal Enfield's equal and it was £2 cheaper. I'd got my bargain.

Had my friend been interested in a lightweight two-stroke my task would, of course, have been very much easier. During my travels I saw a goodly number of 1950 to 1953 one-two-fives and one-nine-sevens all of which, bearing in mind their age and the under-£50 price tag, were in very reasonable condition. Most common faults were shabby control cables and near-bald tyres. Of course not everyone is limited to a budget of £50. What sort of choice is available to those with larger purses? The £50 to £75 bracket, for instance, embraces a vast number of types ranging from 1949 five-hundred twins to 1955 one-fifty two-strokes. Among the large-capacity machines I saw in that price group was a 1950 497 c.c. overhead-valve Ariel single which might have involved an inexperienced purchaser in a great deal of trouble.

Like the 249 c.c. B.S.A. mentioned earlier, the Ariel, which was offered for £75, looked extremely attractive. The tyres were barely half worn and a check on the condition of the rear chain—carried out by trying to pull it clear of the rear-wheel sprocket—showed that it was fit for many thousands of miles of service. (The amount by which the chain could be pulled away from the teeth was rather less than ⅛in; had the gap been ¼in the chain would have been ripe for scrapping

Below: Method of checking the condition of the rear chain. Right: Among the more common faults observed was badly worn tyres



I started the engine and slight piston slap disappeared as the power unit warmed up. With the model on its rear stand second gear was selected and the engine placed under load by applying the rear brake. At once a heavy knock coinciding with the power impulses issued from the region of the crankcase. The knock increased in magnitude as the engine was made to pull harder. My guess was that the big-end bearing was faulty. Had the main bearings been worn the symptoms would have been a dull rumble accompanied by heavy vibration. Even if a buyer were prepared to strip the engine and take the flywheel assembly to a repairer for reconditioning, the bill would be in the region of at least £4. If dismantling the power unit at home was out of the question, the cost would be around £12.

A further point about the Ariel was that a glance through the inspection hole in the primary chaincase revealed that the chain was slack and slightly rusty. Another £1 5s would have to be found and it was possible that the teeth on the clutch sprocket would be worn to the extent that a new sprocket was required. The otherwise good condition of the machine made

If, with the brake applied, the angle made by the cam lever and the operating cable exceeds 90 degrees, the linings will probably need renewal

it a reasonable buy for someone who was an able mechanic and was prepared to spend money in putting the model to rights.

Machines manufactured during the period 1950 to 1955 constitute the bulk of the secondhands offered at between £75 and £100. Without doubt a 1955 197 c.c. Francis-Barnett fitted with a four-speed gear box was the best bargain I saw in that price range. The figure asked was £85 and the model was to all intents and purposes faultless save that the front brake was ready for relining. This was revealed by the fact that, when the brake was applied, the angle made by the brake cam lever and its operating cable was considerably more than 90 degrees. Cost of rejuvenating the brake? About 15s.

Those of you with a yearning for a five-hundred or six-fifty twin and who can afford between £100 and £120 will have little difficulty in securing a sound and attractive mount. Even so, I was nearly led up the garden by one model—a 1951 B.S.A. Golden Flash. After examining the frame for signs of cracked tubes and rust, I had the impression that the front down tubes were bent just below the steering-head lug. The salesman didn't at first agree and said that the bend was an illusion caused by the tapered profile of the lower part of the steering-head lug. I was unconvinced and walked over to a similar machine to draw a comparison. I was right. The frame was bent.

Where a machine has only minor faults it is always a good plan to discuss them with the salesman. You may find that he can have the repairs done at much below the normal cost

Usually it is not possible to check the electrics of used models —apart from examining the wiring for signs of chafing—because the batteries are removed and placed on charge. However, if asked, a salesman will usually fit a battery for testing purposes whereupon the working of lights and horn can be verified. Starting the engine and watching the ammeter will reveal whether or not the dynamo is charging. At an engine speed equivalent to about 30 m.p.h. in top gear the dynamo output should balance the full lamp load. On machines fitted with automatic voltage-control lighting sets, operation of the regulator can be checked by starting the engine and then switching on the headlamp main beam. If everything is in order, the ammeter will show a discharge whereupon the needle should swing over as the throttle is opened to register a charge of one or two amps.

The foot-change mechanism can be tested by engaging the gears with the machine on its stand and the engine running

(If the battery is fully charged, the ammeter reading will be no higher with only the pilot lighting in operation or with the lights switched off.) The cut-out is functioning correctly if, when the engine is throttled back to a slow tickover, the ammeter shows a momentary discharge and then flicks back to the zero position.

My impressions of the machines in the £120-to-£140 category were that, by and large, the standard was extremely high and that, by making a careful search, there were several first-class bargains to be had among machines which had covered a large mileage and, as a result, were being offered at prices appreciably below the current market value. Of course, these models needed a certain amount of attention but, in most cases, once the repairs had been done the machines would be in above-average condition for their age.

For instance, I ran the rule over a 1953 498 c.c. Triumph Tiger 100 listed at £125—some £15 less than might have been expected. It needed a rebore (£5), new brake linings (£1 16s) and a new rear chain (£2 10s). A fastidious owner would probably have replaced the handlebar which was badly rusted (another £1 5s) and also the dual-seat (which could be exchanged for a reconditioned seat for about £2 10s). For just over £13 a machine which, on the face of it, seemed a doubtful buy could have been put into well-nigh perfect condition. What is more, the cost of machine and repairs would not have exceeded the model's current market value.

The prospective buyer of a used sidecar outfit is, of course, faced with the task of vetting the sidecar—together with its chassis—as well as the motor cycle. The commonest faults I noticed, in so far as bodies were concerned, were split upholstery and, in the case of steel-panelled sidecars, rust in the bottom of the luggage locker and in the seat well. The hoods of some of the older bodies were decidedly shabby and obviously no longer waterproof. A new hood might cost anything from £2 to £5. Chassis tubes should be examined for cracks and quarter-elliptic springs inspected for broken leaves.

Buying a used machine is not nearly so risky a business as it was a few years ago. Many of the larger and better-known dealers guarantee their over-£50 secondhands for a period of three months. Dealers to whom I spoke said that should, for example, a big-end failure occur during the guarantee period, the parts would be replaced free though a charge would be made for the labour involved in fitting the replacement. In the case of other major engine components and such items as the gear box, magneto and dynamo, the same system would apply. However, the guarantee would not cover the renewal of chains, brakes and other cycle parts, although an exception might be made in special circumstances. "After all," as one patient dealer pointed out, "these are *used* models."

Another factor a salesman emphasized was that where a customer was interested in buying a machine which, say, had very badly worn tyres, they would, in certain cases, be prepared to meet him on the cost of fitting replacements. In short, if you are really interested in a machine but don't feel inclined to buy it because it has one or two faults, the thing to do is to discuss a proposition with the salesman. One final tip—prices will begin to harden as Easter draws near, so start looking for your snip now.

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Improved Speedometers

New Styling of Smiths Head and Drive Units : Total and Trip Mileage Recorder Modifications

The new Smiths chronometric speedometer has a neat and modern appearance

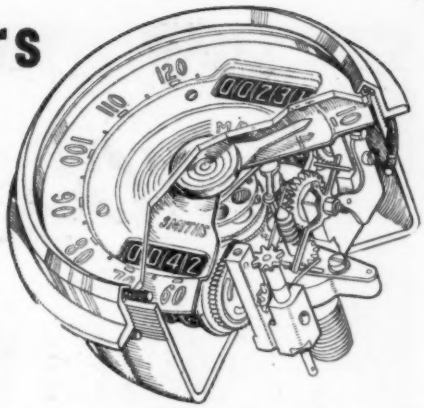
EXTERNAL and internal modifications have been introduced for Smiths chonometric speedometers and the latest instruments and fittings will shortly be in production. At first, supplies will be restricted to initial equipment on new machines but later will be available for separate sale. Prices will be announced later.

Most obvious change concerns the styling of the dial and pointer, both of which have been given a contemporary look reminiscent of some car instruments. The scale, graduated in intervals of 5 and 10 m.p.h., lies within the ring of figures which are white on a black dial.

The black dial has a grey centre with white decoration and lettering. The tapered pointer extends from a circular, chromium-plated boss. An arrow head indicates the statutory 30 m.p.h. limit for built-up areas. Arrangements for the bezel and glass remain as before but the depth of the case is greater with the result that the dial is recessed a little farther into it.

Instances have occurred of trouble with the total and trip mileage recorders owing to engine vibration which causes jumping of the numbered drums. Hitherto the drums have been separated only by a small plain washer prevented by a tongue from turning on the axially grooved spindle.

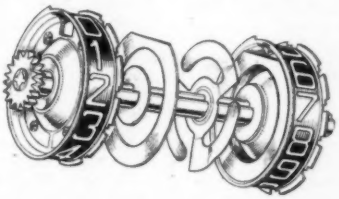
On the new speedometer there are three additional components between the drums. One is a spring washer with three swastika-like arms and located on the spindle in the same manner as the small washer already mentioned; the other two are ring washers which fit into recesses in the adjacent faces of the drums and are prevented from turning therein by a flat on their outer peripheries and a small dog in each drum. The offset arms of the spring washer press lightly against the ring washers and thereby increase friction between the drums.



Above is a part-sec.ioned view of the speedometer mechanism showing the drive-shaft worm. Below: Additional washers are fitted between the drums of the main and trip mileage recorders

To bring it into line with the new speedometer heads, the worm-drive unit for fitment to the wheel is of cleaner design. The part of the casing which fits over the wheel spindle is domed in shape and the tangential portion is of cigar shape with a streamlined tail cap.

Makers are Smiths Motor Accessories, Ltd., 50, Oxgate Lane, London, N.W.2.



The 40 m.p.h. Limit

MORE than 50 lengths of road totalling 83 miles in the Greater London area will be used for the first large-scale experiment with the 40 m.p.h. speed limit starting on Saturday of next week. On about 21 miles of the total the 30 m.p.h. limit is at present in force; the remaining 62 miles are uncontrolled.

The scheme, intended to start on January 1 but postponed because the road signs were not ready, was recommended by the London and Home Counties Traffic Advisory Committee. At the beginning of each length of road will be 45-inch-diameter signs with the numerals 40 in a white square on a red background. All along the controlled section will be miniature repeater signs on one side of the road or the other at intervals of about 150 yards. At the end of the section will be the standard derestriction or "30" signs as required.

In 40 m.p.h. zones or on roads where no speed limit applies parking will not be permitted within 75 feet of pedestrian crossings. (In 30 m.p.h. areas the prohibited parking area is 45 feet from crossings.)

A list of the roads affected is given in the London Traffic (40 m.p.h. Speed Limit) (No. 1) Regulations, 1958, obtainable from H.M. Stationery Office, price 4d net. A further list of roads in London comprising the second stage of the experiment will be published shortly. If the experiment proves successful the Minister of Transport may ask Parliament for permission to extend the use of 40 m.p.h. zones to areas outside London.

Preliminary experience with the 40 m.p.h. limit has already been gained at Edgware Way on the London-Birmingham road where a series of serious accidents occurred; the restriction was applied on July 17 last year. From November 21 the 30 m.p.h. limit was raised to 40 m.p.h. on part of the Cromwell Road extension, London.

In Parliament

MORE money is to be spent on the roads in the coming financial year. The Chancellor of the Exchequer has sanctioned an additional £13½ million for 1958-59. The road vote for England and Wales is up by more than £11 million to a total of £70,398,260 and the Scottish Department is to receive £10,688,690, an increase of just over £2 million.

Maximum fines for some driving offences were doubled by the Road Traffic Act, 1956, and accordingly there has been an increase in the level of fines imposed. The averages for careless driving during the six months beginning October 1 in 1954, 1955 and 1956 were £4 0s 1d, £4 4s 4d and £5 8s 10d; for dangerous driving, £10 17s 1d, £11 9s 7d and £13 9s 10d. In relation to the maximum fines which could have been imposed for first convictions these averages represented 20, 21 and 15 per cent for careless driving and 22, 23 and 15 per cent for dangerous driving.

A proposal to allow annual vehicle licences to be taken out at any time of the year is being considered by the Minister of Transport.

For Two-strokes

LAST Saturday saw the introduction of a new B.P. oil developed specially for two-stroke engines and intended primarily for dispensing through the petroiler service at B.P. garages. Called B.P. Energol Two Stroke Oil, the lubricant contains additives to minimize the build-up of carbon and reduce the likelihood of plug whiskering. It is also claimed to protect against bearing corrosion and has detergent qualities to maintain internal cleanliness of the engine.

Inner-zone prices of the petroiler mixture of B.P. standard-grade fuel and the new oil in the proportion of 20 to 1 are: one gallon, 5s; half-gallon, 2s 6½d; quart, 1s 4½d; pint, 8½d. Outer and general-zone prices are, respectively, ½d and 1d more for one gallon, and for half a gallon the cost is ½d more in the general zone only. On smaller quantities the price remains the same regardless of the zone.

Before Taking the Road

By ROY MORTON

Notes for the Newcomer on Insuring and Licensing His Machine and Himself

WE must comply with three formalities before taking a machine on a public road. Both machine and rider must be licensed and the machine must be insured against third-party risks. A licence for the machine cannot be obtained until the insurance has been arranged. How does the newcomer set about it?

Insurance Matters

The majority of motor-cycle dealers are also insurance agents who can issue a cover note to enable the machine to be licensed. Usually a cover note is valid for 15 days, and during that time the policy and insurance certificate are sent to the rider. Dealers apart, most of the big insurance houses, known as tariff companies, undertake motor-cycle and three-wheeler insurance. In addition, there are non-tariff companies and insurance brokers whose rates in some cases may be slightly lower. Many owners take out the D.A. Policy which is effected at Lloyd's, is approved by the Manufacturers' Association and is handled by the majority of dealers.

Although the law's requirement is that the rider shall be indemnified in respect of the death of, or bodily injury to, any person caused through the use of the policy-holder's machine, the majority of policies extend the third-party cover to embrance damage to the property—such as the vehicle—of another person.

Only a little more costly than third-party cover is a policy which includes, in addition, fire and theft risks; that is, the holder is indemnified against his machine being stolen or accidentally burnt. If, as well as being covered for third-party, fire and theft, the rider wishes to be insured against accidental damage to his own machine, then he must take out what is termed a comprehensive policy. (It should be noted that such a policy does not cover injury to the rider or to any passenger he may carry. A passenger in that context is not a third party and hence passengers travel at their own risk. The only way to obtain cover for rider and passenger is to take out a separate personal-accident policy.)

Insurance costs depend on a number of factors. Apart from the type of policy required, rates are influenced by the engine capacity of the machine, the locality in which it is kept and the age and experience of the rider. For example, to quote from the D.A. Policy standard rates, the extremes are 12s 6d a year for third-party cover of a 50 c.c. moped and £19 15s for comprehensive cover of an over-350 c.c. machine ordinarily kept in the London postal district, Glasgow or Northern Ireland. Except for mopeds, cheaper rates apply to machines kept in the London Metropolitan area (but outside the postal district) and in Lancashire south of the River Ribble. Elsewhere the rates are cheaper still.

Where the value of a machine exceeds £100, the comprehensive premium is increased by 10s for each additional £50 or part thereof, or the third-party, fire and theft premium by 12s for each additional £100 or part of that sum.

On all machines of over 50 c.c., riders under 19 years of age pay 50 per cent additional premium. Those under 24 pay 50 per cent extra if they are newcomers and 25 per cent extra when they have had a full year's experience. Newcomers of 24 and over pay 25 per cent extra for the first year.

Where a sidecar is permanently attached to a machine of over 100 c.c. (that is, the machine is not at any time ridden solo) there is a reduction of 50 per cent on the solo premium.

Vehicle Licences

For every new machine the licensing authorities issue a registration book which goes with the model throughout its life. The book contains, in addition to the registration letters and number concerned, particulars of the machine, such as make, model, capacity, engine and frame numbers, the name and address of the authority which issued the last licence, details of licences obtained and full instructions on what to do when the machine changes hands. When a machine is sold, it is the duty of the last owner to pass the registration book to the person who bought it.

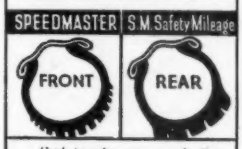
Most newcomers to the game buy from a trader. Invariably the dealer is happy to advise the customer what to do about licensing the machine and in most cases will attend to the formalities for him. The procedure is as follows. Licence application forms are obtainable from money order post offices and, of course, from licensing authorities (local taxation offices).

Whether the machine is new or second-hand, its new owner's first application for a licence must be made on form R.F. 1/2. In the case of a new machine the completed form, proof of purchase (such as the dealer's receipt), insurance cover note and the necessary duty (which may be paid by cheque if desired) must be posted or taken to the local taxation office (whose address is obtainable from the post office). The authority will then immedi-

Laying over into a corner at speed—the acid test for tyres! That's when you feel a thrill of confidence in your Avon pair. For Avon's round contoured design provides a continuous running path for each tyre at every angle, ensuring the same even rate of lean, front and rear. At every speed every solo machine is safer for AVON PAIRED TYRES, made and matched as a pair to give you better performance, longer tyre life, and a greater degree of control, braking and safety than ever before experienced.

Is this your line?

Is this your kind of cornering track—neat, tight, safe? Placing your machine where you want it and keeping it there calls for unvarying grip from both your tyres, whatever your cornering angle . . .



. . . that is why you need Avon paired tyres. Note how, although leaning well over each tyre retains a full tread contact with the road.

. . . you need the safety of

AVON paired tyres

The ribbed SPEEDMASTER *for your front wheel has everything a front tyre should have for positive braking, perfect steering and long, even wear free from 'centre peak'.*

The studded S.M.—*Safety Mileage—for your rear wheel. Diagonally grooved for skid resistance and maximum braking, round contoured for full power at any cornering angle.*

Motorists everywhere praise BP Energol Visco-static motor oil

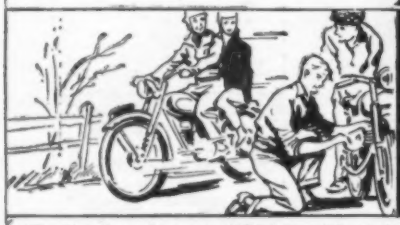
NOW! BP ANNOUNCE-
BP ENERGOL TWO STROKE OIL

Do you run a two-stroke motor-bike? A moped? A scooter? Then here's wonderful news! Following the sensational success of BP Energol Visco-static motor oil, BP have brought out a special oil for *two-stroke engines*. It's called BP Energol Two Stroke Oil.

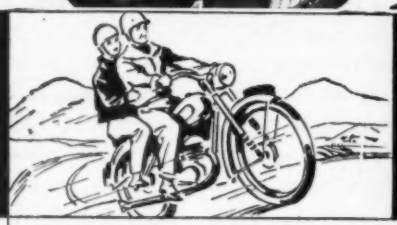
BP Energol Two Stroke Oil is made to cut down spark plug troubles and deposits – and to protect your engine against wear. It's the only oil recommended by Lambretta on the Continent – and it's recommended by most other leading two-stroke manufacturers.

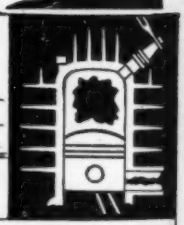
Call in at your BP Garage. Stop at the BP Petroiler for new BP Energol Two Stroke Oil!

1 *Bob and Paula start a new day by changing to a new and better oil. It's BP Energol Two Stroke Oil from the BP Petroiler. Why? Because they know this new oil will mean a smoother ride – and a carefree one.*

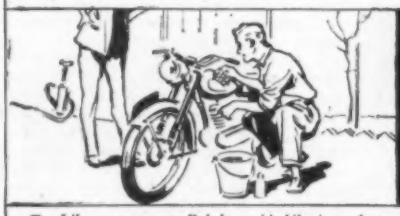


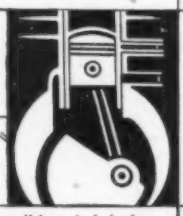
2 *Plug change for someone! This is caused by spark plug 'whiskering' or electrode bridging. Bob and Paula have no worries. BP Energol Two Stroke Oil reduces these to a minimum.*



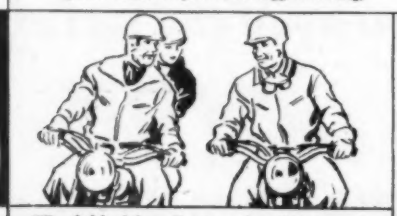


3 *Up the hill like a bird! BP Energol Two Stroke Oil cuts down harmful carbon deposits – on pistons, in combustion chambers, in exhaust ports – which so often cause sluggish running.*

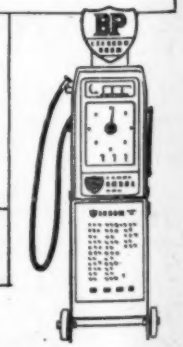




4 *Like most owners, Bob keeps his bike in perfect condition. And that's what BP Energol Two Stroke Oil does for his engine! It protects it – better than any conventional oil can – against bearing wear and bearing corrosion.*



5 *A friend from France – where there are over 5 million two-strokes – tells them BP Energol Two Stroke is the* ***only*** *oil recommended by 26 French manufacturers.*



GO TO YOUR BP GARAGE

Stop at the BP Petroiler for new BP ENERGOL TWO STROKE OIL

ately allot the registration number and issue the licence. The registration book may be issued at the same time or sent on later.

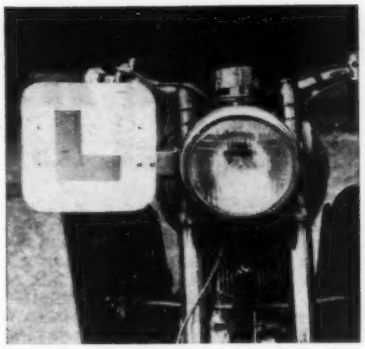
In the case of a secondhand machine proof of purchase is not required but the registration book must accompany the application form, money and insurance certificate or cover note (not the policy). Further, the documents must be sent as directed in the registration book; the council concerned may or may not be the purchaser's local authority.

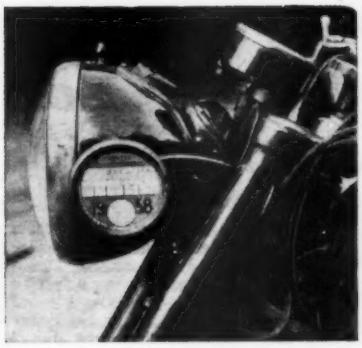
If the machine bears a current licence when bought, then the registration book alone should be sent as directed inside and will be returned to the new owner through his local council. When the licence expires and a new one is needed, application is made on form R.F. 1/2 as already detailed.

Thereafter, when it is just a case of the same owner renewing the licence for the same machine, application is made on form R.F. 1A. As before, the registration book, insurance certificate and duty must accompany the completed form. If the new licence is to be for the same period as the old (that is, quarterly or yearly as the case may be) and there is no change in the amount of duty payable, then, provided application is made within the period from 14 days before to 14 days after the expiry date of the old licence, renewal can be obtained over the counter of any principal post office in the area of the council concerned. In that case the old licence also must be taken along. In all other cases applications must be taken or posted to the taxation office.

A vehicle licence is required to be displayed on the machine in a weatherproof metal holder with a glass front. On a solo the licence must be "in a conspicuous position on the near side of the vehicle in front of the driving seat." On a sidecar outfit the requirement is on the near side of the handlebar or near side of the sidecar in front of the driving seat.

It is in order to use a machine during the 14 days following the expiry of its licence provided that application is made for renewal on or before the 14th day.





Left: Convenient means of mounting the forward L plate on a bracket to leave the headlamp unobstructed. Right: On many solos the licence holder is attached by one of the headlamp fixing bolts; this position would not be legal on a sidecar outfit

Driving Licences

Before taking his machine on the road, the new rider must have a provisional driving licence. It costs 10s and lasts for six months. Application is made to the local licensing authority on form D.L.1 (obtainable at a money order post office). In answer to question No. 5 on the form the applicant should write "Provisional." All 17 questions must be answered. Immediately he receives his licence the holder must sign it in ink.

Purpose of the provisional licence is to enable the holder to learn to ride with a view to passing the driving test. When he has passed he is entitled to a full three-year licence. Normally a copy of the Highway Code and a form of application for the driving test (D.L. 26) are issued with the provisional licence. Full instructions on what to do and an outline of what will be required of the candidate undergoing test are given on the form. Fee for the test is £1.

Because of the delay in obtaining a test, the beginner is advised to send in his application at least two months in advance of the expiry date of his licence; otherwise he may find it necessary to take out a second provisional licence before a test appointment is granted. The importance of close study of the Highway Code cannot be over emphasized. Many tests are failed not through riding incompetence but owing to incorrect answers to questions on the Highway Code; the questions are intended to reveal whether or not the candidate really has assimilated the Code.

Until he has passed the driving test, the holder of a provisional licence is subject to certain restrictions. Regulation L plates must be attached to the front and rear of his machine. A solo learner is not allowed to carry a pillion passenger unless the passenger holds a current licence (not a provisional licence) to ride motor cycles and (a) has held such a licence for at least two years or (b) has passed the driving test. The only exception to this rule is in the use of a motorized tandem cycle.

On the other hand a sidecar learner is not allowed to take his outfit on the road unless he is accompanied by a passenger who is qualified as described in the preceding paragraph. In the case of a three-wheeler equipped with a means of reversing, the supervisor must hold a licence covering group A vehicles—that is, motor cars.

VEHICLE LICENCE COSTS

WHERE THE ANNUAL RATE of duty is £3 or less, licences may be taken out for the full year (January 1 to December 31), for the last quarter of the year (October 1 to December 31), for the last two months or one month of the last quarter, or at any time before October 1 to expire on December 31. If the annual rate of duty exceeds £3 the same applies with the addition that quarterly and part-quarterly licences are obtainable also for the first three quarters of the year (January 1 to March 24, March 25 to June 30, July 1 to September 30). In all cases the minimum duty payable is 5s.

On sidecar outfits of up to 250 c.c. the annual tax is 10s more than the solo rate. The extra duty payable where a sidecar is attached to an over-250 c.c. machine is shown in the table.

A licence may be surrendered to the local taxation office at any time, whereupon a rebate is obtainable amounting to one-third of the quarterly duty for each complete unexpired month of a quarterly licence on one-twelfth of the annual rate for each complete unexpired month in any other case.

Period	Up to 150 c.c.	151 to 250 c.c.	Over 250 c.c.	Sidecar over 250 c.c.	Three-wheeler
	£ s d	£ s d	£ s d	£ s d	£ s d
Full year	17 6	1 17 6	3 15 0	1 5 0	5 0 0
Quarter	5 0	10 4	1 0 8	6 11	1 7 6
Two months*	5 0	6 11	13 9	4 7	18 4
One month*	5 0	5 0	6 11	2 4	9 2
Feb. 1—Dec. 31 ...	16 11	1 16 2	3 12 3	1 4 1	4 16 3
Mar. 1—Dec. 31 ...	15 4	1 12 10	3 5 8	1 1 11	4 7 6
Mar. 25—Dec. 31 ...	13 10	1 9 7	2 19 1	19 9	3 18 9
May 1—Dec. 31 ...	12 3	1 6 3	2 12 6	17 6	3 10 0
June 1—Dec. 31 ...	10 9	1 3 0	2 6 0	15 4	3 1 3
July 1—Dec. 31 ...	9 3	19 9	1 19 5	13 2	2 12 6
Aug. 1—Dec. 31 ...	7 8	16 5	1 12 10	11 0	2 3 9
Sept. 1—Dec. 31 ...	6 2	13 2	1 6 3	8 9	1 15 0

*After obtaining rebate (where applicable).

COMPETITION COMMENTARY BY RALPH VENABLES

Would You Believe It!

Recollections of the Early Trials : Army Teams for I.S.D.T.

OUT of the blue, as it were, came a 'phone call from a Maurice Simon, a French journalist. Could I enlighten him concerning the origin of trials in our country? Frankly, I could tell him almost nothing. But his query set me thinking, and that very day I sought information from historian Harold Karslake, F.I.M. secretary-general Tom Loughborough, M.C.C. secretary Jackie Masters, and from "Ixion"—doyen of all motor-cycle journalists. Within a week I was overwhelmed with a wealth of early motor-cycle history. Yet information on the first sporting trial on present-day lines was not so readily forthcoming, and I would welcome personal recollections from any readers who can remember exactly when the traditional non-stop road trials gave way to events incorporating non-stop sections (which, in turn, of course, gave place to observed sections where footing was penalized).

TOM LOUGHBOROUGH took me right back to the very beginning—to the historic Emancipation Run from London to Brighton in 1896, staged to celebrate the removal of the 4 m.p.h. speed limit. But the first important reliability trial appears to have been a 1,000-mile event in 1900, open to vehicles of all kinds (to all horseless carriages, that is to say). In May the next year the Motor Cycling Club was founded, and in 1903 S. F. Edge offered a cup for competition among club members—and it was decided to hold a 200-mile reliability trial. "Ixion" tells of how it was run as a non-stop event, starting from an inn at Redbourne and going relentlessly to and fro along a 10-mile stretch of main road, "for such a long time that we all got sick of it!" Two gluttons for punishment—Milligan on a Bradbury and Jones on a de Dion tricycle—managed to complete the full distance non-stop, so even from the outset it appears that organizers were plagued with ties for the premier award!

THAT same year the Auto-Cycle Club (later to become the Auto-Cycle Union) was formed, and in September it promoted a 1,000-mile trial which attracted 48 entries. In 1904 the M.C.C. organized the first London-Edinburgh Trial, and the club at that time was running brief reliability trials "practically every Saturday in the good weather," as "Ixion" puts it; "but we never went off the main roads." Could it be that the classic Scott Trial, first held in 1913, was the template for trials that never went on roads at all?

APPARENTLY the Yorkshire Centre has lodged a strong protest with the A.C.U. concerning the method of choosing teams for the Television Team Trial. Giving me his feelings on the subject, Yorkshire Centre secretary, Stanley Cox, says: "I suppose that originally the trial was designed as a spectacle and, as such, it was successful. But now, as an annual event, it becomes almost an inter-centre team trial in miniature. If the Union wants the general public to see our sport, let us choose the best exponents."

Peter Hammond is to retire from serious trials riding and his place in the Greeves team is to be taken over by George Fisher. Here is Hammond indulging in a rodeo act in the 1957 Scottish Six Days' Trial. For the Scottish this year the Greeves team will comprise Fisher, Brian Stonebridge and Jack Simpson

PLANS are already taking shape for an Army team to compete in the International Six Days' Trial in Germany. Nominated riders from all over the country will report at Bordon on May 15 for a series of selection tests which may culminate in the Sunbeam "200" on May 24. All riders will at that stage be on standard W.D. machines, but the selected team of three (plus one reserve) will compete on factory-prepared civilian models in the Welsh Three-day Trial (June 18 to 20). The choice of machines has not yet been made, but it is probable that two-strokes will be included for the first time. Team manager will be Capt. David Osmond, an I.S.D.T. rider of considerable ability.

MY remarks regarding trials riders who continue to masquerade as novices after having won several awards prompted P. J. Wright—competition secretary of the Leavesden Club—to point out that the winning of an award (other than the premier) in a novice trial does not deprive a rider of novice status. And from Jack Ripley, living in East Ham, comes a letter expressing the opinion that with so many novices taking part in trials nowadays there should be provision in the regulations for at least five per cent novice first-class awards. Some such scheme operates in several centres already, and I am all in favour of it. "The novice is the real backbone of the trials-game," concludes Mr. Ripley, "and in most parts of the country he isn't at all getting a square deal."

IN Church Stretton on the evening before the Victory Trial I was chiding Ron Watson for the remark he once made about delays being unavoidable in good trials. As it happened, last month's "Victory" was a good trial—and without Eaton Hill (the section responsible for the delay) competitors would have finished more or less on time and would have taken home with them recollections not merely of a good trial but of a very good trial. Months of preliminary organizational effort can all too easily be set at nought by one slip.

ATTACHED to the results sheet for the Victory Trial is a long and detailed letter signed by Albert Glassbrook, clerk of the course, and Ron Watson, secretary of the meeting. The letter begins with a word of thanks to competitors and officials for "being so tolerant," and with an apology for the time that they were kept on the hills owing to the long delays. The letter includes an analysis of the performances on Eaton. Up to the time it was excluded, a third of the 56 riders who tackled it were non-stop and four had lost only six marks. Enclosing a note of thanks to observers and riders is, of course, a custom followed by several of the more thoughtful clubs. But I am particularly impressed with this one since it is done so thoroughly and ends with a post-script asking for constructive criticism from competitors. That is unusual!

CASTROL WINS

AT THE ALAN TROPHY TRIAL

Best 350 c.c.

JOHNNY BRITTAIN (Royal Enfield)

ALSO AT THE HURST CUP TRIAL

Best 350 c.c.

JOHNNY BRITTAIN (Royal Enfield)

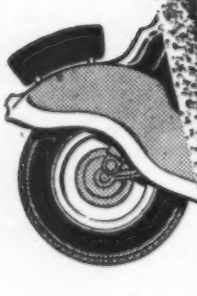
(Subject to official confirmation)

WAKEFIELD Castrol MOTOR OIL

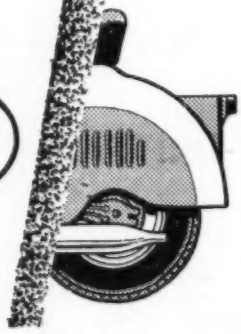
THE MASTERPIECE IN OILS

HOW IMPORTANT IS THE POWER UNIT?

Leading manufacturers of British Motor Cycles, Scooters and Three-Wheelers fit Villiers because Villiers have a proud pedigree of more than 2,000,000 engines in service. That is why they are unequalled for performance, dependability and economy. You are right to insist on a Villiers engine. It is another way of asking for the best machine.



Villiers



THE POWER AND THE HEART OF A FINE MACHINE

Write for list of Scooters and Three-Wheelers fitted with Villiers engines to: The Villiers Engineering Co. Ltd. Wolverhampton.

YOU'VE BOUGHT A GOOD MACHINE IF IT'S POWERED BY Villiers

SPORTS NEWS

Hardly the Clubman's

Production Racers for Oulton Park on Whit Monday—But Not for Daytona This Week : MVs Busy at Monza

AS reported in these columns in last week's issue, the A.C.U. Clubman's Races will be held at Oulton Park, Cheshire, during Whitsun weekend. Although final plans have still to be approved (the supplementary regulations are being presented to the A.C.U. competitions committee by the Cheshire Centre today) it is proposed that the races shall be open to pukka production racing machines. The proposal is that any rider is eligible who has not won an international road race, a Manx Grand Prix or a silver replica in the I.o.M. T.T.

Provisional programme for the Clubman's meeting, which is to be a two-day affair, is that practising will take place on Saturday, May 24, and that the races will be held on Whit Monday. The majority of the morning will be devoted to qualifying events; the finals, each over a distance of 100 miles, will be held in the afternoon. There will also be a sidecar race—held under a normal national permit. The aim of the organizers is to encourage enthusiasts to make the meeting a long weekend and camping facilities will be provided in the park surrounding the circuit. On Sunday it is hoped to have an open-air morning service and some form of entertainment later.

The Anomaly Persists!

THE MANX NORTON has definitely been banned from competing in the U.S. Daytona meeting next Saturday and Sunday. In *The Motor Cycle* for January 23 it was reported that application had been made to the U.S. federation for the machine's reinstatement. It is generally conceded that, because it is not "basically the counterpart of a standard production model fitted with generator and lights regularly sold for everyday use," the Manx model does *not* comply with the regulations. But the point that is causing so much heart-searching in U.S. circles is that the 750 c.c. side-valve K model Harley-Davidson would appear to fall into exactly the same category. At the hearing, that great enthusiast Earl Flanders asked: "Has Harley-Davidson a regularly catalogued production model K 750 c.c. side-valve for 1957-58?" William Harley replied that there was such a machine. Yet, according to the description of the Harley programme in the U.S. magazine *Cycle* for November 1957, the only 750 c.c. side-valve listed is the KR-TT competition model—which has no lighting equipment and no roadster counterpart. . . .

Lomas for Trials

BILL LOMAS writes from Italy to say that the rumours concerning his plans are false—he has no intention of racing again until he is 100 per cent fit. Offers of machines for this season have been turned down. Before he races seriously once more he will "get a good trials bike and work it hard" as part of his training. Maybe we shall see him in the "Scottish" in May?

At Monza

AS YOU will have gathered from the pictures on pages 284 and 285, the MV Agusta racing équipe was busy at Monza last week. On Monday, all the Italian riders except Bandirola were out; on Tuesday they were joined by John Surtees and John Hartle who performed briefly for the television cameras (which were also given a lensful of the six-cylinder jobs). On Thursday unfaired four-cylinder models, chiefly the three-fifties, were galloped around by Surtees, Hartle and Remo Venturi. On Friday the sixes were given a further airing. All of which seems to bring the racing season very close!

M.G.P. Newcomers

THE MANX M.C.C. is anxious to know at this early stage whether to cater for a large number of newcomers in this year's Manx Grand Prix races (September 9 and 11). Hence an appeal is being made to all prospective entrants to write now to the Manx M.C.C., 32, Atholl Street, Douglas.

On His Way

JIM REDMAN of Bulawayo, Southern Rhodesia, who at the last meeting on the Roy Hesketh circuit, Pietermaritzburg, broke Geoff Duke's lap record, will be leaving for England tomorrow. Teamed up with him will be Paddy Driver of Johannesburg who has been riding the McCullum two-fifty Velocette (ex Eddie Grant) and a Norton five-hundred which Borro Castellani used against Duke in 1956. Redman and Driver will follow the T.T. with a tour of the continental races.

Tuner-Rider's Return?

FROM NEW YORK comes news that Hedley Cox wants to ride in the T.T. and will cross the herring pond if he can be sure of the necessary raceware. Cox was a Velocette factory racing mechanic during the early post-war years. But he is best known as builder of the very promising 499 c.c. Covel twin (virtually a brace of sleeved KTT Velos) and subsequently of a hub-centre steering layout. In his first road race (the 1950 Junior Manx Grand Prix) he lay third for nearly three laps before carburettor trouble stopped him. Since he went to America a few years ago he has done a little designing for Harley-Davidsons and he tried without success to persuade them to build some T.T. models last year. Cox can be contacted at Hayden Hall Hotel, 117, West 79th Street, New York, 26.

ROAD RACER Bob Anderson is back! He returned by air from Kenya last Thursday and will be racing again this season. He is at present on the lookout for a brace of 1958 Nortons.

THE AVON TYRE people have now decided that the new Trials Supreme type (described in *The Motor Cycle* for February 20) will be marketed in only three sizes: 3.00×21in (£3 18s), 3.50×18in (£4 14s 6d) and 4.00×19in (£6 2s 6d).

MOST OF THE famous factory stars are among the 156 entries for Saturday's national Cotswold Cups Trial. There are 20 sidecars. Organized by the Western Centre, the trial will be held, as usual, in the Stroud area. The start will be from the Hyde Garage, near Chalford, at 10 a.m.

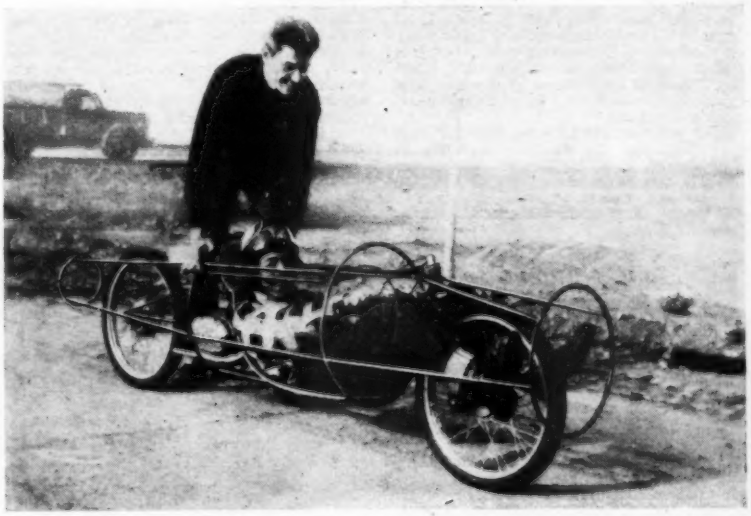
DURING THE first two days after regulations had been issued for the Nottingham Tornado Club's road-race meeting at Kirkby Mallory on April 13, 149 riders sent in entry forms. Secretary Fred Wallis has written to say that no more can be accepted.

ANOTHER UNPARLIAMENTARY debate is being organized by Bill Jarman for the metropolitan area of Bemsee starting at 7.30 p.m. next Tuesday (March 11) at the Prince of Wales Tavern, Drury Lane, London, W.C.2. Members may be accompanied by one guest.

THERE WILL be no sand racing at Druridge Bay this year. The only Sunday suitable, because of the tides, was May 11—which had already been allocated for an open-to-centre scramble in the area. Cancellation of the sand meeting will be a sad blow to the Cancer Campaign people—the Newcastle Club donates to them the Druridge proceeds, usually about £200.

ON SATURDAY evening a group of British riders will dash off from the Cotswold Cups Trial and fly to Belgium to take part in the Lamborelle Trial—a fixture run on English-trial lines and held in the outskirts of Brussels. Among those competing will be Gordon Jackson, John Giles, Artie Ratcliffe, Jeff Smith, John Draper and Brian Martin.

Powered by a 49 c.c. Sterzi engine this machine, shown with its cowling removed, has established a one-kilometre flying-start American record with a mean speed of 76.5 m.p.h. The pilot was Rudy Dworzak and the attempt was made in Peru



Hydraulic Brake Control

Simple Layout for Roadsters Gives Powerful Braking with Extremely Light Pressure on the Independent Controls

FOR some months a system of hydraulic control for motor-cycle and moped brakes has been in course of development in Feltham, Middlesex. (Hydraulic brake operation is not new on motor cycles but in the past its application has been confined chiefly to racing sidecar outfits, usually with coupled control.) Called G.B. (after the initials of the designer, Gerald Burgess), the new system employs an independent control for each brake.

Movement is transmitted from the control lever or pedal to the brake shoes by a mineral-base hydraulic fluid contained in a closed system (as distinct from a multi-brake arrangement incorporating a reservoir). A sealed unit at each end incorporates a cylindrical, synthetic-rubber sack filled with fluid; the units are joined by a pipe which is flexible for part of its length to allow for wheel deflection.

In the case of the front brake the primary unit is housed within the handlebar. On both brakes the slave unit replaces the conventional cam between the ends of the shoes. Each unit incorporates a bleed screw to facilitate air expulsion during filling.

Operation of the control lever presses a plunger against one end of the sack in the primary unit, thus forcing more fluid into the slave unit. That pushes a plunger from one end of the unit, so expanding the shoes and ensuring equal pressure on each. The plunger of the slave unit is adjustable for length to compensate for wear of the friction linings.

Because the slave unit is free to float relative to the shoe plate, it is necessary to prevent the lower shoe from rubbing when the brake is off. This is done by fitting an adjustable stop to the shoe plate: the stop limits the throw-off of the upper shoe and hence ensures that the return springs lift the lower shoe clear of the drum. In addition, there is a light return spring on each primary unit.

The use of synthetic-rubber sacks eliminates the need for accurately machined cylinder bores and piston oil seals; hence manufacturing costs are comparatively low. First experiments were conducted with a moped since it was considered that class of vehicle stood to gain most from increased braking efficiency. So great was the increase in effort transmitted to the brake shoes that the hubs burst and had to be replaced by a more robust pattern. Next model to be adapted was a 490 c.c. ES2 Norton with 8in-diameter front and 7in rear brakes.

A road test of the ES2 by a member of *The Motor Cycle* staff showed an astonishing increase in braking power for a given input of effort owing to elimination of the energy loss in the controls. At any speed up to 80 m.p.h. light pressure on the controls produced retardation which could easily be disconcerting. Great care was required to avoid locking the front wheel at very low speeds and for that reason improved controllability seemed desirable.

Within limits, however, it is claimed that any desired control characteristics can be provided by variations of lever or pedal geometry and of the relative capacities of primary and slave units. The makers are G.B. Cycle Components, Ltd., Feltham, Middlesex. (*Pictures appear on page 283.*)

New Clipper

YET another new model is introduced by Royal Enfields. Designated 250 Clipper, the machine embodies the Crusader and Crusader Airflow engine-gear unit. Frame and front fork and numerous other features are identical with those on the Crusader. Indeed, the machine may be described as a Crusader minus several of the luxury features. For example, the front mudguard is unvalanced, there is a saddle instead of a twin-seat, a 6in-diameter rear brake not of full-width type and the engine gear-box die castings are unbuffed. The rear chain is exposed apart from a guard over the upper run.

The engine-gear unit was described briefly in *The Motor Cycle* for February 20. It is a 248 c.c. o.h.v. unit with 8 to 1 compression ratio, cast-iron cylinder and head and very smooth external contours. Power output is said to be 14 b.h.p. at 5,750 r.p.m. Overall gear ratios are 5.8, 7.83, 10.44 and 16.97 to 1.

Fuel-tank capacity is three gallons. Total weight is 312 lb. Wheels are of 17in diameter and shod with 3.25in-section tyres. Finish is in black enamel with chromium-plated wheel rims, handlebar and exhaust pipe. The tank is gold lined and carries a Royal Enfield motif on each side panel.

Basic price is £152 5s 9d and the total price (including British purchase tax) is £189 19s 7d. Available at extra charge are a quickly detachable rear wheel (£3 15s) and dual-seat and pillion footrests (£6 4s 9d). Makers are The Enfield Cycle Co., Ltd., Redditch, Worcs.

Baldet Returns

ON Tuesday of last week André Baldet and his 145 c.c. Vespa Clubman scooter fitted with a Watsonian Bambini sidecar returned to England having completed the 3,600-mile tour of Europe he had begun just 10 days earlier. His homecoming was somewhat of an anti-climax to an otherwise extremely gruelling though, in the main, trouble-free trip.

The aircraft which was to have flown him from Ostend, Belgium, to Southend was unable to leave England owing to bad weather. Happily, he managed to get on another flight and arrived at Lydd at 4 p.m. Weather at the airport was such that it was impossible to unload the Vespa, so Baldet set out for London by train. Again misfortune struck—the line was blocked by a fallen tree. Such was the delay that he did not reach London until late on Tuesday night and missed the reception at Shell-Mex House that had been planned for him.

Baldet's trip took him from his home in Northampton to Southend via Bristol and thence by air to Calais. His route for the third day, Monday, February 17, was from Calais to Chateauroux (about 120 miles south of Paris) via St. Germain and Nevers, a distance of more than 400 miles which involved over 14 hours in the saddle. Ice, snow and fog made the journey a nightmare. On February 19 he arrived at Madrid seven hours ahead of schedule. He left almost immediately and reached Perpignan in south-east France the same evening. Total distance for the day was 525 miles.

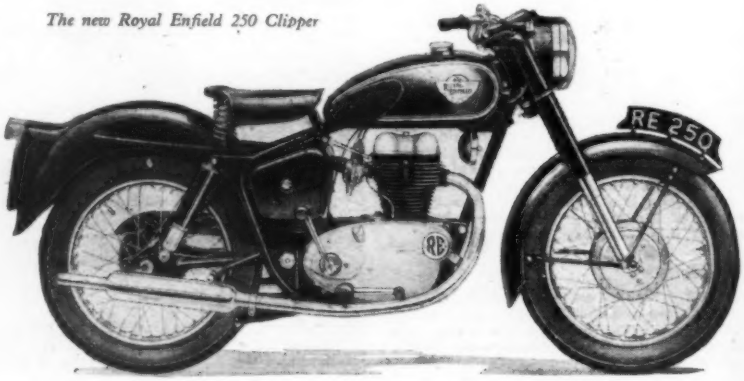
From Perpignan he drove across southern France and northern Italy to Parma. Sunday's destination was Kempten in southern Germany, which involved crossing northern Italy, Switzerland and Austria and a train journey through the St. Gothard tunnel—in all, some 420 miles. Finally over icebound roads and in pouring rain he reached Ostend, travelling by way of Augsberg and Cologne.

Excluding stops, the Vespa averaged a shade over 30 m.p.h. Some measure of the physical strain involved may be gained from the fact that in seven days Baldet had but 14 hours sleep.

Scooter Rally

SPEED schedules for the Isle of Man 24-hour and 12-hour regularity tests in the International Scooter Rally (to be held during the week beginning June 7) have been announced. The tests will be run over the T.T. Mountain course. Average speeds are: over 200 c.c., 31.4 m.p.h.; 151 c.c. to 200 c.c., 29.8 m.p.h.; 101 c.c. to 150 c.c., 28.3 m.p.h.; under 100 c.c., 25.2 m.p.h. Scooters fitted with sidecars will compete in the next-lower capacity class. In the case of the 24-hour event two riders are required for each scooter and neither will be allowed to drive for more than eight hours without rest. Minimum duration of the rest period is one hour. In the 12-hour test only one driver is permitted. Entries close on May 16 but, on payment of double fees, late entries will be accepted up to May 23. Regulations are obtainable from E. C. Cottier, 13, Victoria Street, Douglas, Isle of Man.

The new Royal Enfield 250 Clipper



Johannesburg Thrills

Chadwick and Hailwood Again in African Racing Picture

ON the bumpy 2.11-mile Grand Central circuit at Johannesburg last Saturday Dave Chadwick and Mike Hailwood continued to enhance their South African reputations. In winning the 350 and 250 c.c. 10-lap scratch races respectively they set up lap and race records. Riding a Norton, Chadwick made a poor start in the 350 c.c. race and was fourth man round at the end of the opening lap. But with a record lap of 1m 42s he swept past Ken Robas (A.J.S.) and Johnny Stander (RM Special) to take the lead on the third lap. Robas got the bit between his teeth and clung grimly to the leader's tail for the rest of the race—to be beaten by 1s with Stander nearly half a minute in arrear.

Hailwood made a copybook start in the 250 c.c. race and was followed throughout by Stander on another RM Special and Charlie Randall (Norton). Hailwood's time of 18m 33s was 16s better than Stander's; Randall finished 11s after the second man.

With handicaps of 5m and 7m respectively, neither Hailwood nor Chadwick stood much chance in the 62-mile Senior Autumn Handicap. The race was run in terrific heat and Hailwood was troubled by cramp while Chadwick's Norton suffered from a defective clutch. Both riders finished and, though they were unplaced, their gameness endeared them further to the 30,000-odd spectators. The limit man, Norman Carstensen (250 Puch), was never passed and won in 59m, finishing 7s ahead of G. Smyth (498 Matchless), with Laurie Zeeman (348 A.J.S.) a further 8s behind.

There was no doubting Paddy Driver's mastery in the 500 c.c. scratch race. He lowered the lap record to 1m 40s and beat Jim Redman by 8s in 17m 7s; both riders were on Nortons. In third place, Boet Ferreira was half a lap behind the leaders at the finish.

For the first time, Rand enthusiasts were treated to the thrills of sidecar racing: two five-lap events were staged and Gerald Alexander won them both. Winner of the 10-lap Junior Autumn Handicap was E. Wolson (250 James) and the five-lap Clubman's Handicap fell to N. F. Bridgewood (B.M.W.); another B.M.W., ridden by A W. Nysse, made best time in 9m 51s.

I.o.M. Victims

MOST readers will have learned with particular regret that many of the victims in the air crash on Winter Hill, near Bolton, last Thursday were closely connected with the Isle of Man T.T. and Manx Grand Prix meetings.

W. A. Harding, 28-year-old son of Gilbert Harding (the well-known dealer in Douglas), was a popular rider in all types of competition. He rode in Clubman's T.T.s in 1951 and 1952, and finished 31st on a B.S.A. in the 1953 Junior M.G.P. His activities on the mainland included the 1951 Clayton Trophy Trial and the Scottish Six Days' Trial the following year. Another victim was his younger brother, David, a keen trials and scrambles rider.

Aged 29, C. E. Staley, of Castletown, was another Clubman's T.T. and M.G.P. competitor; riding a B.S.A., he finished fourth in Clubman's Junior Race in 1952 and was placed 11th in the Junior Manx the same year. He also rode in several Irish and English road races.

T. E. Christian, 60-year-old managing director of Salisbury Garage, Douglas, was the father of Dennis Christian, the M.G.P. and T.T. rider. A popular character with many race competitors was J. W. Crellin, storekeeper at the Salisbury Garage. J. D. Craine was engine measurer for all post-war T.T. and M.G.P. races. A garage proprietor in Ballaugh, J. C. Bridson had served as a T.T. marshal since 1920.

One of the survivors was Norman Ennett, a keen member of the I.o.M Southern Club and 24-year-old brother of the late Derek Ennett, who won the 1954 Junior M.G.P. and gained second place in the 1956 Junior T.T.

New Model

Next week a completely new two-fifty is to be introduced by a world-famous British manufacturer. Get Thursday's issue of *The Motor Cycle* for a full description and special drawings

Keenness Fostered

ENTHUSIASM among the employees for road racing and scrambling is encouraged in a very practical way by N.S.U. in Great Britain. Four machines—two 247 c.c. Max models and two Superfox one-two-fives—are being loaned to the six riders on the staff who plan to compete during the forthcoming season. These models are, of course, standard roadsters but they will be prepared for racing by the riders after working hours. One model of each size will be used for road racing—the two-fifty to be ridden by Bill Peden (seventh in last year's Hutchinson "100" at Silverstone) and the one-two-five by Peter Jordan, a newcomer to the sport. Both are road-testers by trade and plan also to ride in the Thruxton Nine-Hour Race on a Model 99 Norton. The other two models will be shared for scrambling by Dick Hargreaves (assistant service manager), mechanics Ted Woodward and Brian Stewart, and van driver Cyril Miller. All six riders belong to the N.S.U. Works' Motor Cycle Club which has as vice-president Bob Keeler, the Alperton dealer, ex-Norton factory racer and winner of the 1953 Clubman's 500 c.c. T.T.

NO further applications for the first Norwegian motor-cycle touring rally starting on May 24 can be accepted but a few vacancies remain on the second rally to start on August 2. Full particulars can be obtained from Len Black, 20, Lavenham Road, London, S.W.18.

A FILM show will be given at Doug Murray's Motor Cycle Mecca, Dundee, on Friday, March 21. Admission is by ticket only—available from the organizers at their showrooms, 43, Guthrie Street, Dundee. The show will begin at 7.15 p.m.

LATEST edition of the R.A.C. Continental Handbook is an invaluable guide and reference for those making trips in Europe and covers all the popular touring areas. It is available to members price 6s 6d or 10s 6d to non-members and may be obtained from R.A.C. offices.

HAROLD DANIELL and Jimmy Simpson will be present at the Bohemian Club's film show at the Sussex Arms, Englefield Road, Dalston, London, E.8 tomorrow (Friday) night at 8 p.m. Admission is free and 100 copies of the Shell-Mex and B.P. book of caricatures (*Motor Cycling Personalities*) will be given away.

CONSTRUCTION is shortly to start on an east-west relief road for Newbury, Berks. A mile long, the new road will start some 400 yards east of the bridge over the Lambourn Valley branch railway and will connect with the Oxford Road (A34) where a roundabout is to be provided. It will rejoin A4 near the junction with Shaw Road (B4099). The cost is estimated at £125,500.

MICHAEL MARRIOTT who returned only a few weeks ago from a trip with his wife to Australia on an N.S.U. Prima scooter, has joined the advertising and publicity department of Associated Motor Cycles. He is well known for his book "Desert Taxi" based on exploits with an old London taxi in the Sahara and his book on the scooter journey is to be published shortly. Aged 29, Mr. Marriott is a member of the Croydon Club.

A GUIDE to the British motor cycle and cycle industries has just been published by the Manufacturers' Association. Details of all the main products of factories and names and addresses are given in English, French, German and Spanish. The book is intended for circulation free to manufacturers and agents at home and oversea and can be obtained on application to the British Cycle and Motor Cycle Industries Association, Ltd., The Towers, Warwick Road, Coventry.

VEHICLE quarterly licences expire on March 24. Renewal may be effected on or after Monday next, March 10, at local taxation offices (by post or personal application) or at principal post offices (personal application only) in the area of the council with which the machine is currently registered. Application forms (R.F. 1A) are obtainable from money order post offices. When completed, the form must be accompanied by the registration book, insurance certificate and necessary remittance. For post office application the old licence must also be taken along and renewal can be effected only if there is to be no change in the type of licence and in the duty payable. If there has been a change of ownership or registration particulars since the last licence was issued, application must be made to the local taxation office and form R.F. 1/2 used.

TRAINING SCHEME vacancies are offered on the Triumph Owners' course and candidates should attend the Hendon Stadium car park next Saturday at 2 p.m. (Organizer, A. E. Whatley, 16, Westfield Gardens, Kenton, Middlesex.)

Next course organized by the Kingston Club starts on Wednesday, March 12 at 8 p.m. in the Market House, Kingston. Theory and maintenance are dealt with on Wednesday evenings and practical riding on Sunday mornings. (H. Dutton, 28, Richmond Grove, Surbiton Hill, Surrey.)

Also on March 12 (7.45 p.m.) the Cricklewood Club starts its next course at Harvist Road School; riding is in the Park Royal area on Saturday afternoons, changing to Tuesday evenings when summer time begins. (J. V. Watts, 52, Thames Avenue, Greenford, Middlesex.)

Training by the Doncaster Club begins at 7.30 p.m. on Tuesday, March 25 at the Third Enclosure, Doncaster Race Course. (M. W. Francis, 31, St. Agnes Road, Belle Vue, Doncaster.)

REGULATIONS are available for the following events: the Wood Green Club's national Beggars' Roost Trial (April 6). Entries close March 22. Secretary is C. N. J. Rozier, 48, Coppetts Road, London, N.10.

The Nantwich and Chester Clubs' national scramble at Oulton Park (April 5). Entries close March 22 and should be sent to J. B. Thomas, Welwyn, Moorfields, Willaston, Nantwich, Cheshire.

West Leeds Club's regional-restricted Post Hill Scramble (March 30). Entries close March 2. Secretary is R. Barker, 90, Blue Hill Crescent, Wortley, Leeds, 12.

Dundee and Angus Club's Shaw Cup Trial (March 30). Entries close March 26. Secretary is J. Anderson, 93, Ancrum Drive, Dundee.

Newcastle Club's national Travers Trophy Trial (April 13). Entries close March 31. Secretary is G. A. Robinson, 12, Coniston Gardens, Sheriff Hill, Gateshead, 9.

North Armagh Club's 100-mile road race (April 19). Entries close April 1. Secretary is A. Watson, 56, Church Place, Lurgan, Co. Armagh.

Dundee and Angus Club's Errol road races (April 20). Entries close April 10 and should be sent to D. G. F. Murray, 43, Guthrie Street, Dundee.

CLUB NEWS

BARRY.—March 9: B. R. Jenkinson and Marble Arch Cup Trial. **Bath and West of England.**—Secretary: R. G. Cannell, 75, Ivy Avenue, Bath. **Bayswater.**—March 9: Support combine trial (Ash, near Normandy, 11.30). **Birmingham Lambretta.**—March 12: Club night (H.Q., 7.30). **Bond Minicar.**—March 6: Indoor rally. **Bradford and Bradford Phœnix.**—March 9: Film show (English Electric Sports Club, Dick Lane, Bradford, 7.30). **Bristol.**—Regulations for the March 16 open-to-Wessex Centre Cryer and Spring Cups Trial from Miss B. Cullimore, 36, Salisbury Road, Downend, Gloucestershire; entries close March 12. **British Two-Stroke.**—March 7: Film show (Crown and Sugar Loaf, 8.30). 9: Support trial (London Bridge, north side, 9 and Cambridge roundabout, on A10, 9.30). **Broughton and Brettton.**—March 7: Dinner and dance (Queen's Hotel, Chester, 7.30). Tickets, price 15s, from Mrs. R. France, 41, Windsor Drive, Broughton. **Buxton.**—March 12: Club night (White Lion, 7.45).

Crewe and South Cheshire.—Regulations for the March 23 open-to-Cheshire Centre scramble from L. Barnes, 33, Spring Gardens, Crewe. **Croydon.**—March 9: Support group trial (Airport, 9). **Darlington.**—Regulations for the March 30 restricted trial from R. L. Futers, 10, Glenfield Road, Darlington; entries close March 27. **Dittons.**—March 6: Pre-trial meeting (Royal Oak, Teddington, 8). 9: Walker Cup Trial (Greatham Café, Greatham, near Liphook, 10.30).

East Acton.—March 9: Support combine trial. 12: Beetle drive (Duke of York, 8). **Edinburgh.**—March 7: Social (H.Q.). **Falcon (Croydon).**—March 7: Committee meeting (St. Saviours). 9: Working party (Pond, 10). 10: Natter night (H.Q., 7.30). **Forces' Motoring.**—March 10: Films and social (H.Q., 7.30).

Gloucester and Cotswold.—Revised venue for the March 22 Hurran Trial is Royal William, Cranham, 2 p.m. **Grove Park.**—March 9: Assisting at trial (Brands Hatch Pavillion, 9). 10: Castrol films; all enthusiasts welcome (Victory Club, Southend Lane, Catford, 8). **Ilford.**—March 9: Traders' Cup Trial. 11: Social (H.Q., 8). **Kings Norton.**—March 7: Monthly business meeting (H.Q., 8). **Kingston.**—March 9: Support combine trial (Esher roundabout, 10).

L.E. Velo (London).—March 9: Mystery run (Epsom Clock Tower, 10). (Midland).—March 10: Films (Friends' Institute, Moseley, Birmingham, 7.30). (Northern).—March 9: Meeting (Sinclair's Café, Main Street, Thirsk, noon). **Lea Bridge.**—March 8: Soccer drive (Fellowship Hall, London Fields, 7.30). 9: Colchester Castle (Rising Sun, Whipps Cross, 10). **Leavesden.**—March 10: Slide show (H.Q., 8). **Lincoln.**—Secretary: M. Pashley, 1, Rosemary Lane, Lincoln. **London Douglas.**—March 7: Films (H.Q., 8). 9: Trial (K.L.G., 9.45). **London Scooter.**—March 9: Chawton (Albert Bridge, 9.45). **London Touring.**—March 7: Natter night (H.Q., 8). 8: Dinner and dance (White Lion, Putney).

Manchester Ace.—March 10: Table tennis (H.Q., 7.30). **Manchester 17.**—A class of membership open to riders from other centres who may thereby be entitled to participate in Cheshire Centre events is announced; annual subscription is 5s. **M.C.C.**—Tickets for the March 16 tea and film show at the Bellhouse, Beaconsfield, price 5s 6d, from R. I. Marians, 26, St. John's Wood Terrace, London, N.W.8. **Mont' Christie.**—March 9: Support trial (Woodbine, 10.30).

Newmarket.—Regulations for the March 30 open-to-Eastern Centre scramble from R. Howe, 100, Exning Road, Newmarket; entries close March 22. **North-East London.**—March 9: Support trial (New River Arms, Turnford, 9.15). **Norwood.**—March 9: Support T.V.T.C. event. **Nottingham Tornado.**—March 8: President's Night Trial (Forest Football Ground, 8). 9: Results (Balloon House crossroads, 11.30). 12: Films (H.Q., 8).

Panther Owners (Home Counties).—March 9: Gustard Wood (Cambridge Hotel, 9.30). **Plymouth Touring.**—March 6: Competition (H.Q., 7.30). 9: Meeting (Saltash Ferry, Devon side, 2).

Reading All-scooter.—March 11: Club night (River Club, Lodden Bridge, 8). **Rudge Enthusiasts.**—March 9: Bring-and-buy sale (Hoop and Grapes, 7.30). **Rugby.**—March 9: King George VI Trial (Blue Boar, on A45, 10.30).

Saints, Westminster.—March 12: Club night; prospective members welcome (The Gun, Lupus Street, London, S.W.1). **Somerton.**—March 8: Working party (scrambles course, 2). 9: Scramble (Steart Hill). **Southampton Vikings.**—March 8: Social (Baddesley Hall, 8). 9: Support scramble (Chilworth crossroads, 10). **Star Group.**—March Trial (Farnham, 10.30). **Sunbeam** (Owners' Section).—March 9: At home (Farm House, Ashford Residential School, Ashford, Middlesex, 3). **Surrey Sidecar.**—March 9: Talk by Ken Craven (Hand in Hand, Box Hill, 8).

Triumph Owners (Bedford).—March 6: Natter night. (Epping Forest).—March 11: Entertain visitors from North-west London branch. (Leeds).—March 7: Club night (Wharf Hotel, Bradford, 8). (North London).—March 9: Touring trial (Busy Bee Café, Watford By-pass, 10). (North Wales and Merseyside). March 7: Club night (Victor Horsman's, Queensferry). (North-west London).—March 9: Support North London event. (South London).—March 9: Support North London event. 11: Talk on riding to Australia (Acuba Hall, 8). (Southampton).—March 10: Tombola (H.Q., 8). (West Middlesex).—March 6: Table tennis (H.Q., 8). 9: Support North London event (White Hart, 8.30). (Wolverhampton).—March 10: A.G.M. (H.Q., 8).

Vagabonds.—March 9: Mystery run (Highway Café, 10). 10: Club night (Bull's Head, Turnford). **Vincent-H.R.D. Owners** (Aldershot).—March 11: Burns and Wright film (King's Head Ash). (Coventry).—March 7: Club night (Phantom Coach, Coventry By-pass). (Derby).—March 11: Burns and Wright film (King's Head, (North London).—Secretary: R. Bone, 43, St. George's Avenue, London, E.7. (North Wales and Merseyside).—March 7: Conducted tour of Mersey Tunnel (Liverpool end, 7). (West London).—March 10: Club night (Ickenham Community Centre).

Watling Association.—March 9: Coney Hill (Queen of Hearts, 10). **West Essex.**—March 9: Run (Dick Turpin's Cave, 9.30). 10: Auction (High Beech Village Hall, 8). **West Herts.**—March 9: Support Triumph Owners' road trial. **West Leeds.**—March 6: Business meeting (H.Q., 8). 9: Support group event. **West London.**—March 6: Magazine night (H.Q., 8). 9: Support combine event (Better 'Ole, 9.30). **West Middlesex Amateur.**—March 12: Club night (Vine). **Wood Green.**—March 9: Support trial (Alexandra Palace, 9.30). 12: Beetle drive (H.Q., 7.30). **Worthing Eagle.**—March 6: General meeting (H.Q., 8).

Yorkshire Centre: The A.C.U. is to start a recruiting drive to introduce more members to clubs. This news was given by Norman Dixon, chairman of the Union, when responding to the toast to the sport at the annual dinner in Leeds on Wednesday of last week. "With over a million motor cyclists in the country, we cannot altogether compliment ourselves on a membership in the region of 60,000," he said. "The A.C.U. as such cannot do much in the matter of recruiting, except in the assistance it gives. However, during the year there will be suggestions concerning membership for the attention of clubs." Mr. Dixon also said he was very hopeful that, in the foreseeable future, scooter enthusiasts would be brought into motor cyclists' ranks. Over 130 club members, friends and guests attended the dinner. Other speakers included the centre president, A. E. Raynes, the immediate past president, P. A. Wells, and Scott Trial winner Artie Ratcliffe. Mrs. Raynes presented the awards. **THE CLUBMAN**

Important Events

Saturday, March 8.—Stroud: national Cotswold Cups Trial, Hyde Garage, near Chalford, 10 a.m. **County Down:** Motocross, Tullynagardy, Newtownards, noon. **Ilkley:** Ilkley Grand National, 10.30 a.m. (route to start of trial to be die-marked from Ilkley River Bridge). **Dublin:** Allen Cup Trial, Ballysmuttan, near Brittas, 3 p.m.

Sunday, March 9.—Cheltenham: Vintage Club's Cotswold Road Trial, Rodney Road car park, 10.30 a.m. **Ilford:** Traders' Trial, Woodlands Café, Stapleford Abbotts, on B175, 11 a.m. **Farnham:** Trial, 10.30 a.m. **Leiston:** Trial, Crown, Westleton, 10 a.m. **Hoddesdon:** South Midland Centre Inter-club Team Trial, Green Man, Goose Green, 10.30 a.m. **Moretonhampstead:** J. E. Green Cup Trial, Moor Park Hotel, Chagford, 12.30 p.m. **Somerton:** Scramble, Steart Hill, off the Sparkford-Ilchester road, 2 p.m. **Southampton:** President's Cup Trial, Pinn's Farm, West Wellow, 11.30 a.m. **Brymbo:** Cleveland Trial, New Filling Station, Treuddyn, on A5104, South Wales, 11 a.m. **Llanlithgow:** Coronation Trophy Trial, Kettlestoun Farm Road, off A706, 10.30 a.m. **Ripon:** Yorkshire Centre Inter-group Trial, Blackamoor Inn, Risplith, on the Ripon-Pateley Bridge Road, 11 a.m. **West Gloucester:** Trial: Speech House, near Coleford, 10.30 a.m. **Barry:** B. R. Jenkinson Trial, junction of Gwaelodygarth and Pentyrch roads, 2.30 p.m. **Melton Mowbray:** Nigel Trophy Trial, Cottage Café, Thorpe Arnold, 11 a.m. **Stockton:** Trial, Carlton Bank Top, on Raysdale Road, 11 a.m.

Saturday, March 15.—Bath: national Kickham Trial, New Inn, Farmborough, 9.30 a.m. **Wakefield:** Two-day Scramble, Bentley Springs, Emley, on the main Denby Road, 2 p.m.

Sunday, March 16.—Wakefield: Two-day scramble, Bentley Springs, 2 p.m. **North Hants:** March Scramble, Tweseldown Race Course, Crookham, near Aldershot, 11.30 a.m. **Liphook:** Half-Crown Trial, 10.30 a.m. **Axbroath:** Scramble, Lockabar Farm, 11.30 a.m. **Bristol:** Cryer and Spring Cups Trial, Coles' Coach Station, Winford, 10.30 a.m. **Cirencester:** Trial, Park Corner, 10.30 a.m. **Nantwich:** March Scramble, Hatherton Hall Farm, Hatherton, 2 p.m. **North Cornwall:** Spring Trial, Trekestle Guest House, two miles from Bodmin on the Launceston Road, 10.30 a.m.

RETAIL prices of all popular sizes of tyres and tubes were reduced by five per cent last Saturday. Official notifications to this effect have been received from the Avon, Dunlop and Michelin companies.

BECAUSE an error in siting 30 m.p.h. signs had made a speed-restricted length of road longer than authorized, the Automobile Association succeeded in obtaining the withdrawal of 14 summonses. The signs, on the London-Holyhead road at Glasfryn, Denbighshire, have now been resited. Other signs at Pentre-Foelas nearby have also been moved.

READERS' CORNER.—*Instruction Book Wanted.*—J. F. (Glasgow): for a 1950 VB Ariel. *Catalogues Wanted.*—H. P. (Wellingborough): 1955 and 1956 Ambassador. *Experiences Wanted.*—H. R. (Scunthorpe): ex-W.D. 16H Norton for sidecar work. W. B. S. (Grimsby): Conversion of 1946 Model G Royal Enfield to spring frame. K. B. (Cornwall): 1938 Model 46 New Imperial; reassembly from parts. B. G. T. (Walsall): Bond Minicar: reduction of exhaust noise.

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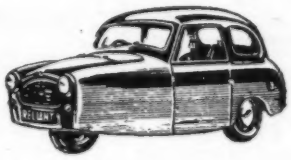

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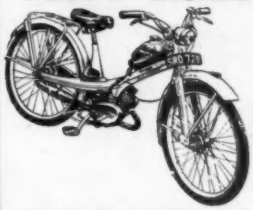

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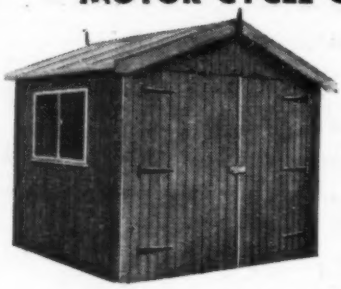

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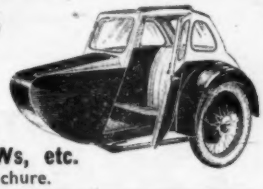

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Leopard, '57, 49 c.c. de luxe 2-speed Sprung Moped	£59 10
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Mobymatic, '57, 49 c.c. Luxury Moped, auto gears	£59 10
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N.S.U., '56, 150 c.c. Prima de luxe, screen, s/starter	£139 10
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Matchless, '49, 500 c.c. O.H.V. Model G80, teles.	£59 10
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Ariel, '51, 350 c.c. O.H.V. Model Red Hunter, teles.	£59 10
A.J.S., '50, 350 c.c. O.H.V. Model 16M, teles., dual seat	£59 10
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Norton, '49, 500 c.c. O.H.V. Model ES2, springer	£59 10
B.S.A., '50, 350 c.c. O.H.V. Model B.31 de luxe, springer	£59 10
Triumph, '47, 500 c.c. O.H.V. Speed Twin, teles., d/seat	£59 10
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B.S.A., '49, 500 c.c. O.H.V. A7 de luxe Twin, springer	£69 10
Triumph, '55, 200 c.c. O.H.V. Tiger Cub, springer, d/seat	£79 10
Ariel, '52, 500 c.c. O.H.V. Red Hunter Twin, springer	£79 10
F.-Barnett, '56, 150 c.c. Villiers de luxe, springer	£79 10
Panther, '54, 250 c.c. O.H.V. Mod. 65, s/arm, springer	£79 10
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B.S.A., '55, 250 c.c. O.H.V. Mod. C.11 de luxe, springer	£89 10
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Ariel, '55, 500 c.c. O.H.V. Red Hunter Twin, s/arm, spgr.	£149 10
B.S.A. '56, 350 c.c. O.H.V. Model B.31 de luxe, s/arm, spr	£149 10
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Triumph, '55, 500 c.c. O.H.V. Tiger 100 Twin, s/arm, spr.	£159 10
B.S.A., '55, 500 c.c. O.H.V. Shooting Star, s/arm, spgr.	£159 10
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Norton, '57, 350 c.c. O.H.V. Model 50, s/arm, spgr.	£169 10
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B.S.A., '56, 500 c.c. O.H.V. A7 de luxe Twin, s/arm, spgr.	£169 10
Ariel, '57, 600 c.c. S.V. Mod. VB de luxe, s/arm	£169 10
B.S.A., '56, 350 c.c. O.H.V. Gold Star, s/arm, dual seat	£169 10
Velocette, '56, 500 c.c. O.H.V. "Venom," s/arm, spgr.	£169 10
A.J.S., '55, 500 c.c. O.H.V. Mod. 20 Twin, s/arm, spgr.	£169 10
R. Enfield, '57, 700 c.c. O.H.V. Meteor Twin, s/arm	£179 10
Matchless, '56, 500 c.c. O.H.V. G.9 Twin, s/arm, spgr.	£179 10
Triumph, '55, 650 c.c. O.H.V. Tiger 110 Twin, s/arm, spr.	£179 10
Ariel, '56, 650 c.c. Huntmaster Twin, s/arm, spgr.	£179 10
Matchless, '57, 350 c.c. O.H.V. Mod. G.3LS, s/arm, spgr.	£179 10
Ariel, '57, 500 c.c. O.H.V. Red Hunter, s/arm, springer	£179 10
Ariel, '57, 350 c.c. O.H.V. Red Hunter, s/arm, springer	£179 10
Triumph, '56, 500 c.c. O.H.V. Tiger 100 Twin, s/arm, spr.	£189 10
Norton, '56, 600 c.c. O.H.V. Dominator 99 Twin, s/arm	£189 10
Triumph, '56, 650 c.c. O.H.V. Thunderbird, s/arm, spgr.	£189 10
Triumph, '56, 650 c.c. O.H.V. Tiger 110 Twin, s/arm, spr.	£189 10
Norton, '56, 500 c.c. O.H.V. Dominator 88, s/arm, spgr.	£199 10
B.S.A., '57, 650 c.c. O.H.V. Road Rocket, s/arm, spgr.	£219 10
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ARIEL WANTED

ROWLAND SMITH'S, the Ariel buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

GEORGE CLARKE pay most for Ariel.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

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KAYS OF EALING, Ltd., Ariel spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2367. [S1075/R

PUTNEY AUTOS.—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6887. [S1138/R

GODFREY'S, Ltd., Ariel and Burman spares stockists; c.o.d.—226-234, London Rd., Croydon. Cro. 3641, 208, Portland St., W.1. Eus. 4632. 418, Romford Rd., Forest Gate, E.7. Grs. 1234. [S1052/R

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1,500 SUPERB BARGAINS

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Triumph, '57, 500 c.c. O.H.V. Tiger 100 Twin, s/arm, spr.	£229 10
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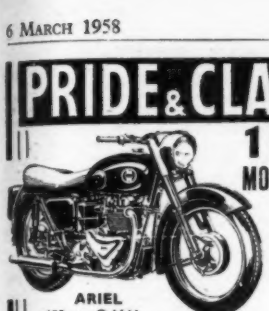

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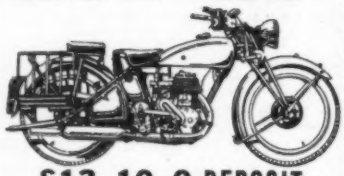

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MEETEN'S, Shannon Corner, New Malden, for immediate delivery of the Albatross 250 Twin with the famous Villiers engine; lowest H.P., tuition, Villiers service, trade supplied. [C1203

129gns.—Dayton Albatross, 1956, 225cc, battery, dual seat, one careful owner, free tax and insurance; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

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KING'S OF OXFORD, New Rd., Oxford. [C1171

£145.—1956 Diana de luxe, self-starter, all extras.

E. S. MOTORS, Ltd., 325, High Rd., W.4. Chi. 6368. [C1051

GODFREYS Ltd., for Diana, all depots.—See display advert. [C1052/R

SPEEDWAY OF ACTON for your new Diana, every colour immediate delivery.—310, Uxbridge Rd., Acton, W.3. Acorn 5031/2. [C1115

SLOCOMBES OF NEASDEN!!! for your new Diana; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115

CLAUDE RYE.—Immediate delivery new Diana; choice of colours; terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R

PUTNEY AUTOS, Ltd., main agents for your new Diana; terms, exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. E.C. Thurs., 1 p.m. [C1138/R

D.K.R.

COMERFORDS.—Immediate delivery D.K.R. Dove.—Portsmouth Rd., Thames Ditton. [C1006

GEORGE GROSE, area distributors; h.p.—Ludgate Circus, London, E.C.4. Cen. 5561. [0189/R

G.H. CYCLES, Harrow Weald, 429, High Rd., Harrow 6858. D.K.R. Dove main dealers. [0093

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£120—1957 trials 197cc Villiers 4-speed s/arm spgr.

E. S. MOTORS, Ltd., 325, High Rd., W.4. Chi. 6368. [C1031

N. LONDON.—Tele Autos, Francis-Barnett main agents.—58, High St., Waltham Cross. [0127/R

WHITBYS OF ACTON.—Immediate delivery of new models.—273, Acton Vale, W.3. She. 5355.

ELEANOR MOTORS for Francis-Barnett; terms, exchanges, 265, Mare St., Hackney, E.8. Amherst 5134. [0236

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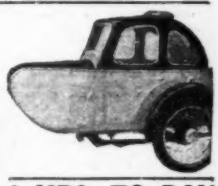

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N.S.U., '56, 48 c.c. Quickly Moped..... £39 10
NORMAN, '53/56, 197 Villiers Model B2S, teles., s/arm £59 10
NORTON, '55, 500 o.h.v. Mod. E22, teles., s/arm, d/seat £129 10
PANTHER, '50, 250 o.h.v. Model 65, teles..... £39 10
PANTHER, '53, 350 o.h.v. Model 75, teles., d/seat.... £89 10
PANTHER, '56, 197 t/s Villiers Model 10/3, teles., s/arm £79 10
PANTHER, '54, 250 o.h.v. Mod. 65, teles., s/arm, d/seat £85 10
SUN, '55, 98 c.c. Villiers Hornet, tubular link forks £49 10
TRIUMPH, '46, 500 o.h.v. Speed Twin, teles..... £49 10
TRIUMPH, '56, 200 o.h.v. Tiger Cub teles., springer.. £55 10
TRIUMPH, '51, 500 o.h.v. Spd. Tw., teles., spring hub, d/st. £89 10
TRIUMPH, '54, 500 o.h.v. Sp. Twin, s/hub, teles..... £109 10
TRIUMPH, '53, 500 o.h.v. Tiger 100, teles., s/hub.... £109 10
TRIUMPH, '54, 650 o.h.v. Model T110, teles., s/a., d/st. £159 10
TRIUMPH, '55, 650 o.h.v. Tiger 110 Twin, teles., s/arm, d/s. £169 10
TRIUMPH, '56, 500 o.h.v. Tiger 100, teles., s/arm..... £169 10
VELOCETTE, '53, 350 o.h.v. Model MAC, teles., d/seat.. £69 10
VESPA, '55, 125 de luxe Scooter, d/seat, etc..... £79 10
VESPA, '56, 125 Model 42L, d/l. Scooter, extras..... £85 10
VINCENT, '51, 500 o.h.v. Series C Comet, s/arm..... £89 10
VINCENT, '53, 500 o.h.v. Series C Comet, s/arm..... £119 10
VINCENT, '54/55, 500 o.h.v. Comet de luxe, s/arm.... £139 10
ZUNDAPP, '54, 200 Bella Scooter, s/arm, extras..... £99 10
ZUNDAPP, '57, de luxe Scooters, elec. str., winkers, as new £129 10

COMBINATIONS

A.J.S., '47, 500 o.h.v., teles., Leyton C/A saloon..... £75 10
AMBASSADOR, '50, 197, teles., '54 Watsonian Winbor £69 10
ARIEL, '49, 500 o.h.v. R. Htr., teles., Wat. Albion sal... £59 10
ARIEL, '50, 500 o.h.v. VG, teles., '55 Royal C/A saloon.. £79 10
ARIEL, '50, 600 s.v. S. Harvard 2-adult saloon Velvet ch. £99 10
ARIEL, '49/50, 500 o.h.v., VH Canterbury C/A saloon.. £115 10
ARIEL, '51, 600 s.v., teles., spgr., Maxstoke C/A saloon £129 10
ARIEL, '52, 500 o.h.v. VH springer, '57 Monarch coupe.. £139 10
B.S.A., '48, 250 o.h.v. C11, teles., Noxall Sports saloon.. £49 10
B.S.A., '50, 600 s.v. M21, teles., coachbult family saloon £95 10
B.S.A., '50, 500 o.h.v. A7, spgr., Wat. Avon Sprs..... £99 10
B.S.A., '49, 600 M21, '53 Maxstoke C/A saloon..... £115 10
B.S.A., '51, 650 Flash Twin, springer, Wat. Albion saloon £119 10
B.S.A., '54, 500 s.v. M20, teles., '58 Royal C/A saloon.. £135 10
B.S.A., '53, 50 o.h.v. A7 spgr., '58 Royal C/A sal... £149 10
B.S.A., '55, 600 s.v., spgr., Maxstoke C/A sal. and brake £189 10
B.S.A., '55, 650 o.h.v. A10, spgr., beige match B.S.A. T'rer £189 10
ENFIELD, '54, 700 Twin S/A, '57 C'bury S/S VF21 and B. £179 10
INDIAN, '54, 250 s.v., Surrey Rambler sal..... £65 10
MATCHLESS, '51, 500 o.h.v. spgr., Leyton S/S saloon.. £75 10
NORTON, '52, 600 s.v. C'bury, C/A saloon, Velvet ch... £119 10
PANTHER, '50, 600 o.h.v., teles., S. Commando VG21 ch. £79 10
PANTHER, '49, 600 o.h.v., S. Harvard 2-adult saloon.. £109 10
PANTHER, '52, 600 o.h.v. '52 show mod. Garrard S90 Spt. £139 10
PANTHER, '53, 600 o.h.v. C'bury 2-adult saloon, H/W ch. £169 10
PANTHER, '56/56, 600 o.h.v. Blacknell 2-adult sal., safety £249 10
TRIUMPH, '50, 650 Twin, s/hub, Maxstoke C/A saloon £139 10
TRIUMPH, '54, Speed Twin, s/hub, '56 Steib S250 Spts. £189 10
TRIUMPH, '55, 650 Twin, matching S90 Sports, Mk. II ch. £219 10
VINCENT, '51, Rapide, Blacknell C/A sal., spgr., ch. and b. £169 10
VINCENT, '50, Black Shadow, '53 C'bury C/A saloon.. £199 10

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1957 150cc LDB Mark I, host of extras, 2,000 miles only, choice of 4 from £129/10.

1957 LDB Mark 3, low mileage, extras, choice of two; £145.

1957 125cc LD Mark III, low mileage, screen pillion, spare wheel; £129/10.

1956 LDB 150cc, many extras, choice of 6 from £125.

1955 LD 150, many extras, choice of 12 from £89/10.

1955 125cc LD, excellent order; £79/10.

THREE month's written guarantee all used machines, every new model immediate delivery.—310, Uxbridge Rd., Acton, W.3. Acorn 5031-2. [C1121

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KING'S take any road vehicle part exchange.

KING'S undoubtedly for Lambretta.

KING'S OF OXFORD, New Rd., Oxford. [C1171

ROWLAND SMITH'S for Lambretta.

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

85 gns.—Lambretta, 1956, 150cc, windshield, pillion and carrier, one owner; choice of 4 Lambrettas; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

GODFREYS, Ltd., appointed dealers all depots, including Leytonstone.—See display advert. [C1052/R

HARRY NASH.—All models, all colours in stock; extras, tax, insurance, all on 24 mths. h.p.

H.—Terrific selection used models from £75.—391, King St., Hammersmith, W.6. Riv. 2837. [C1090

£159.—1957 LDB Mk. III, 1,000 miles only, unmarked, as new.

E. S. MOTORS, Ltd., 325, High Rd., W.4. Chi. 6368. [C1031

LAMBRETTA.—Loxham's Motor Cycle House; exchange, h.p. terms.—Tel. 4242 Preston. [0044/R

COMERFORDS.—£185, 1957 Lambretta truck, British grey, finished grey; low mileage; cost £275.

COMERFORDS for Lambrettas, new and secondhand; exchanges; terms; we offer first-class service facilities and are appointed Lambretta service agents.—Portsmouth Rd., Thames Ditton. Emberbrook 5531. [C1006

ELEANOR MOTORS for Lambretta, terms, exchanges, 265, Mare St., Hackney, E.8. Amherst 5134. [0312

WHITBYS for bargains in used Lambretta.—273, Acton Vale, London, W.3. Shep Bush 5355. [C1128/R

1957 Lambretta 150cc LDB, screen, pillion, carrier, one owner, 2,000; cash £145.—W. Doust, 75, Egham Cres., Cheam, Surrey. [7307

SLOCOMBES OF NEASDEN!!! for your new 1958 Lambretta; always a good selection of guaranteed used models.

SLOCOMBES.—1956 L.D.A. 150cc self-starter, pillion, carrier, spare wheel, screen, blue/grey, as new; £165.

SLOCOMBES.—1956 L.D. 150cc, screen, pillion, carrier heel plates, extension footboard, saver borders, mirror, immaculate; £135.

SLOCOMBES.—1955 L.D. 150cc, screen, pillion, seat covers, carrier, red/grey, very nice; £119/10; immediate ride away, h.p. terms, part exchanges with pleasure.—239-271, Neasden Lane, N.W.10. Gladstone 3355. [C1115

HUDDERSFIELD.—Lambretta, immediate delivery latest Mark III; walk in and ride out; exchanges, terms.—Arnold Moore, Oxford St. Garage. Tel. 3483. [0486/R

RENNOS.—Lambrettas for economy, latest models including 175cc TV, immediate delivery, 100% after sales service; spares and accessories.—12, 18, 24 months' self financed terms.

RENNOS.—1954 Lambretta LD carrier, screen, spare wheel, pannier, saver borders, bargain; 95gns.

RENNOS.—1956, one owner Lambretta, LDB 150cc bumper, carrier, saver borders, pillion seat, 119gns. —217, Hornsey Rd., London, N.7. Arc. 5388. [C1104

NEW Lambrettas from £23/19/2 down, 24 instalments £2/4/8 (cash price £71/17/6); reduced hire purchase and insurance rates.—H. A. Saunders, Highfield, London, N.W.11. [0035

WHITE & MARTIN for the Lambretta Scooter; immediate delivery; spares and accessories; h.p. terms, part exchanges, etc.—18, Ashfield Parade, Southgate, N.14. Palmers Green 1035. [C1052/R

J. J. DOUBLE (MOTOR CYCLES), Ltd., 1958 Lambretta agents; terms, spares, service, repairs.—123-4, Mildmay Parade, Cranbrook Rd., Barkingside, Ilford. Tel. Val. 0191. [C1119/R

ELITE MOTORS for your new Lambretta; every model for immediate delivery; spares, accessories and officially appointed Lambretta service station.—951, Garratt Lane, Tooting Broadway, S.W.7. Balham 1200. [C1169/R

LAMBRETTA WANTED

ROWLAND SMITH'S, the Lambretta buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

GEO CLARKE MOTORS LIMITED

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I wish to thank you for your letter and cheque which I received this morning. This deal has been carried out to my entire satisfaction and I thank you for your fairness and honesty throughout. I shall in future do my utmost to persuade my friends to do likewise. Thanking you for your service, I remain,

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LAMBRETTA WANTED

GEORGE CLARKE pay most for Lambretta.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

PUTNEY AUTOS purchase good used Lambrettas; exchanges, etc.—263, Putney Bridge Rd., S.W.15. Putney 1186. [W1138/R

LAMBRETTA SPARE PARTS

SPEEDWAY OF ACTON, largest Lambretta stockists in Great Britain; all spares and accessories; same day c.o.d.—314, Uxbridge Rd., W.3. Acorn 5031-2. [S1121/R

PALMERS for Lambretta spares and service.—51, Stanley Rd., Teddington. Molesey 1646. [S1005

GENUINE Lambretta spares, 125/150; prompt c.o.d.—R. Mallaby & Co., 144, Micklegate, York, 24017. [0073/R

MOORES OF TOTTENHAM for genuine Lambretta spares and accessories.—649-653, High Rd., Tottenham, N.17. Tel. Tottenham 2440. [0161/R

ELEANOR MOTORS, Lambretta spares and service, Lambretta trained mechanics, all repairs.—265, Mare St., Hackney, E.8. Amherst 3923. [0237

GODFREYS, Ltd., for special Lambretta service, spares, factory trained mechanics, all special tools; 7 depots in the London area.—See display advertisement. [S1052/R

ASTON AUTO MOTORS OF BIRMINGHAM.—Complete range Lambretta spares and accessories; trade and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 3201-2. [0498/R

MAICO

MAICO (GREAT BRITAIN), Ltd., 81a, Gloucester Rd., S.W.7. Tel. Fremantle 4519-8. Spares and workshops: 23, Astwood Mews, S.W.7. Tel. Fremantle 5519. Sole concessionaires U.K. for Maicoletta 247cc and 277cc super scooter and Maicomobil 197cc, totally enclosed. All spares from stock. [0602/R

CELTIC MOTORS, Ltd., for your new Maico Typhoon 400cc twin, immediate delivery, all colours.

TERMS and exchanges, genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandyke 5651. [0055

GODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advert. [C1052/R

CLAUDE RYE.—Immediate delivery new Maicos, choice of colours; terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R

EARLY deliveries of these models are usually possible if you order now through Nick Lancaster, 53, Whitegate Drive, Blackpool. Tel. 24720 [0147

SLOCOMBES OF NEASDEN!!! for your new Maico; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115

CELTIC MOTORS, Ltd., for your new Maicoletta or Maico Mobil; immediate delivery from stock; demonstration models available.

TERMS and exchanges, genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandyke 5651. [0028

THE north eastern's largest distributors; we can definitely give immediate delivery 250 and 277 Maicoletta, Maicomobil and 400 Taifun motor cycle.—Ken Blakey, 58, Anlaby Rd., Hull 16420 [0026/R

GLANFIELD LAWRENCE OF FINCHLEY offer with 3 months' written guarantee: 1957 Maicoletta 250cc 2-tone, only 2,600 miles, absolutely as new, £189; also new Maicoletta 250 and 277cc and Maicomobil for immediate delivery; h.p. terms and part exchanges.—407-419, High Rd., N.12. Tel. Finchley 0091-5. [C1044

MATCHLESS

MATCHLESS MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1223. [0108/R

REX JUDD.

1955 Matchless 350cc G3LS, first-class condition and appearance; £159.

TERMS and exchanges.—High St., Edgware 3944. [C1077

£199.—1956 600cc G11 Clubman twin, immaculate.

E. S. MOTORS, Ltd., 325, High Rd., W.4. Chi. 6368. [C1031

ARCHER OF ALDERSHOT for Matchless, etc., spares and service.—Victoria Rd. Tel. 323. [0363/R

OSGOOD & COATES, Ltd., Matchless main dealers, 781-5, Old Kent Rd., S.E.15. New Cross 0513. [C1094

1956 Matchless 500 twin, Avon fairing, Craven panniers, Windtone, legshields; £170.—Essendon 375. [7286

500 G9, twin, brand new 1957 model; £250; exchanges, terms.—Edwards Motors, Ltd., Taunton 2943. [C1078

SLOCOMBES OF NEASDEN!!! For your new 1958 Matchless; always a good selection of guaranteed used models.

SLOCOMBES.—1955 Matchless G9 500cc twin, swinging arm, maroon/chrome, really immaculate; £179/10.

SLOCOMBES.—1956 Matchless G11 600cc, sw. arm, perfect solo or sidecar; £209/10.

SLOCOMBES.—1955 Matchless G3L CS 350cc, ohv, trials, sw. arm, dual seat, T.T. carburettor, not used in trials, quite immaculate; £169/10.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115

WHITTAKERS OF BLACKPOOL for your new Matchless, immediate delivery from stock.—19, Cookson St., Blackpool. Tel. 24828. [C1139

BOB KEELER, Ltd., offer all Matchless models for immediate delivery, top prices for part exchanges.—125-131, Ealing Rd., Wembley 2150. [0195/R

COMBINATIONS

1957 ARIEL Huntmaster, 650 c.c., air filter, 4,000 miles, fitted Watsonian Monarch sidecar with brake, sprung wheel, chassis in matching colours, 7,000 miles only **£285 0**

1956 ARIEL VB 600 c.c., side valve, s/arm, dual seat, full width brakes, fitted saloon 2-door Canterbury sidecar, bargain **£185 0**

1950 B.S.A. 650 c.c. Flash, beige finish, fitted Watsonian Maxstoke sidecar, in matching colours, really outstanding specimen **£148 0**

1950 A.J.S. 500 c.c., legshields, windscreen, dual seat, rear carrier, fitted Canterbury full 2-seater Conqueror sidecar in black and chromium finish **£148 0**

1948 VINCENT 1,000 c.c. Series B, 3 good tyres, dual seat, sprung frame, 150 m.p.h. speedometer, fitted Watsonian Albion saloon sidecar... **£118 0**

1950 B.S.A. 650 c.c. Flash, sprung frame, beige and chromium finish, nacelle type headlamp, legshields, carrier, dual seat, fitted 1958 full 2-seater, Surrey saloon sidecar..... **£165 0**

1951 ENFIELD 500 c.c. O.H.V., Lucas magdyno, lighting, legshields, dual seat, new battery, full saloon 2-seater Swallow sidecar with full-length door, bargain **£98 0**

1954 ARIEL 600 c.c. VB, sprung frame, black and chromium finish, windscreen, mirror, fitted Canterbury 2-seater sidecar on Watsonian VG21 chassis, very clean outfit, one owner from new **£159 0**

1950 B.S.A. A.7 500 c.c., legshields, spr. frame, dual seat, sound motor, fitted Watsonian Avon sports sidecar **£125 0**

1956 TRIUMPH 110, alloy head, s/arm, dual seat, Avon Fairing, fitted Swallow Jet 80, in matching colours, exceptional outfit **£245 0**

1955 PANTHER 600 c.c. O.H.V., s/arm, legshields, dual seat, mirror, fitted Watsonian child/adult sidecar on VG21 chassis..... **£175 0**

1948 TRIUMPH Tiger 100, sprung hub, dual seat, good tyres, Lucas dynamo lighting, fitted full 2-seater Surrey 1958 sidecar on Swallow Velvet chassis **£139 10**

1957 NORTON 600 c.c. Model 77, silver and chromium finish, fitted with Swallow Jet 80 sidecar in matching colours, really one off... **£268 0**

1956 VESPA, dual seat, large windshield, mirror, sun visor, fitted Canterbury Demon sidecar, unmarked throughout, taxed year..... **£158 0**

1950 SUNBEAM S.7 500 c.c., green and cream finish, shaft drive, sprung seat, fitted with a 1957 Sunbeam saloon single-seater sidecar in matching colours, excellent outfit **£169 0**

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MATCHLESS

PUTNEY AUTOS for your new Matchless; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. [C1128/R

1956 Matchless G11 600cc Jet 80, sidecar, Avon fairings, genuine 8,000 miles, mint condition; £250.—Phillips, 82, Camberwell New Rd., S.E.5. [7306

WHITBYS OF ACTON.—New models in stock; exchanges, h.p., spares.—263/273, Acton Vale, London, W.3. She. 5355 (Showrooms); She. 6785 (Spares). [C1138/R

1953 Matchless G3LS 350cc o.h.v. springer, superb; £110, panniers, grid, dualseat, taxed year, one engineer owner, prefers sell enthusiast, see Sat. morning.—Haywood, 39, Mount Park Road, W.5. [7295

79gns.—Matchless 1949 500cc ohv combination, carefully used, free tax and insurance; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

KING'S OF OXFORD.—Your 1958 Matchless, the easy, friendly, trouble-free King's way; delivery 10 minutes visit or 24 hours post, any motor cycle, car or three-wheeler part exchange, backed by really enthusiastic friendly national service; it's a jolly good deal at—King's, New Rd., Oxford. [C1171

MATCHLESS WANTED

ROWLAND SMITH'S, the Matchless buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

500cc Matchless twin, 1953-1957, no dealers please.—Write Box 4727 [7293

GEORGE CLARKE pay most for Matchless.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

FRED DARNELL.—Wanted good clean 350cc Matchless machine.—Fred Darnell Motors, Ltd., 46-48, Chingford Mount Rd., Chingford, E.4. Larkswood 7330. [7302

MATCHLESS SPARE PARTS

JOE FRANCIS MOTORS, Ltd.—100% Matchless spares.

C.O.D. and exchange service.

340, Footscray Rd., New Eltham, S.E.9. Eltham, 1373. [0176

CLAUDE RYE, Ltd.—Matchless spares specialists.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R

HOE STREET GARAGE, Ltd.—Genuine spares; c'nter; c.o.d. trade.—414, Hoe St., W'stow, E.17. Tel. Cop. 1710. [0275

CLAUDE RYE, Ltd.—Large stocks of spares for post-war and ex-W.D. models.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R

GUS KUHN.—Genuine Matchless spares stockists.—275, Clapham Rd., S.W.9. Brixton 5604 and 9435. Prompt c.o.d. by return service. [0135/R

ELITE MOTORS (TOOTING), Ltd., 951-961, Garratt Lane, Tooting Broadway, S.W.17. Balham 1200.—Vast range of Matchless spares. Call or sent C.O.D. [S1169/R

KAYS OF EALING, Ltd., Matchless spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R

PUTNEY AUTOS.—Genuine spares for post-war models also genuine Burman gear box spares, 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6887. [S1138/R

GODFREYS, Ltd.—Matchless and Burman spares stockists; c.o.d.—226-234, London Rd., Croydon. Cro. 3641-3. 208-210, Great Portland St., W.1. Eus. 4632-4. 418, Romford Rd., Forest Gate, E.7. Gra. 1234-5. 220, Barking Rd., E. Ham. Gra. 8088. 94-96, High Rd., Tottenham. Sta. 5656. [S1052/R

RAPID MOTORS.—100% Matchless and A.J.S., terrific stocks; exchange service for clutch plates, brake shoes, forks, tanks, gear boxes and cylinder barrels; immediate c.o.d.—70, Godstone Rd., Whyteleafe, Surrey. Uplands 0895. And 269, Haydons Rd., Wimbledon. Cherrywood 3202. [S1162/R

MOTO-GUZZI

ZIGOLO 98cc in stock; £109/19/6; terms.—K.V.P. Motors, Ltd., Central Parade, Gunnersbury Lane, W.3. Acorn 6005. [C1068

PRIDE & CLARKE, main agents 98cc Zigolo super sports; £109/19/6; ½ deposit, immediate acceptance; 24 monthly payments; tax and insurance included in terms; exchanges; catalogue free.—158, Stockwell Rd., S.W.9. Bri. 6251. [C1098/R

M.V.

MV DISTRIBUTORS, Ltd., Regent House, 235, Regent St., London, W.1. [0084/R

COMERFORDS for M.V., new and second-hand.—Thames Ditton, Surrey.—Emb. 5531 (6 lines). [C1006

NORMAN

£65.—1956 Norman 197cc Villiers trials 4-speed.

E. S. MOTORS, Ltd., 325, High Rd., W.4. Chi. 6368. [C1031

DILLEY for Norman, new models and Nippys in stock. Dilley below

£54 Norman, July 1957, 98cc Auto, one careful owner, run a few miles only, taxed, as new, terms, exchanges.—Dilley, 374 Forest Rd., London, E.17. Tel. Lar. 1521 [C1030

NORMAN SPARE PARTS

YOUNG'S.—Complete stocks; prompt despatch.—20-22, Tooting Bec Rd., London, S.W.17. Bal. 7791. [S1134/R

NORTON

NORTON MOTORS, Ltd., Bracebridge St., Birmingham. [0091/R

ROWLAND SMITH'S for Norton.

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

210 gns.—Norton twin August 1956, 600cc 99, 3,000 miles only, choice of 2.

155 gns.—Norton twin 1954 Dominator 88, very carefully used.

155 gns.—Norton 1954, 490cc ES2 ohv, swinging arm, carefully used; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

ARCHER OF ALDERSHOT for Norton, etc., spares and service.—Victoria Rd. Tel. 323. [0366/R

HARRY NASH.—12½% off brand new 1957 models; 1958 models in stock; exchange cars, cycles. H.—Extras, insurance, all 24 mths. hire purchase. 391, King St., Hammersmith, W.6. Riv. 2837. [C1090

COMERFORDS for Nortons, new and second-hand, 1,000 machines in stock.—Thames Ditton, Surrey. [C1006

ELEANOR MOTORS for Norton, terms, exchanges. 265, Mare St., Hackney, E.8. Amherst 5134. [0315

ERIC KENNARD & Co., can supply your new Norton and all spares requirements.—19, Station Rd., N.3. Finchley 3589. [0391/R

SLOCOMBES OF NEASDEN!!! For your new 1958 Norton; always a good selection of guaranteed used models.

SLOCOMBES.—1955 Norton 19S 600cc o.h.v., swinging arm, fitted Busmar Lancastria 2-seater sidecar, nice outfit; £249/10.

SLOCOMBES.—1956 Norton Dominator 99 600cc twin featherbed, nice condition; £205.

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'55 B.S.A. M21 600 sv, spgr, d/seat, screen, l/shields, Swallow Comet c/adult sln, full door, sprung chassis	£209
'54 A.J.S. 500 c.c. Twin, d/seat, s/arm, screen, Surrey child/adult saloon, sprung chassis	£209
'53 R. ENFIELD Meteor 700 c.c. Twin, d/seat, s/arm, Watsonian Maxstoke child/adult sln, sprung chassis	£189
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B.S.A., 1957, A10 650 c.c. O.H.V. Twin, s/a. spgr. Nice	£209
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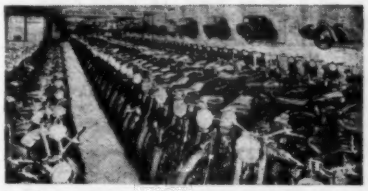

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£149/10.—1954 B.S.A. 650cc Flash, s/arm.
£149/10.—1955 Matchless 350cc G3LS, s/arm.
£139/10.—1955 Triumph 500cc 5T, s/arm.
£125—1955 Matchless 500cc G9 twin, s/arm.
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£115—1953 Triumph 500cc Speed Twin springer.
£99/10.—1953 B.S.A. 350cc B31 springer, extras.
£99/10.—1954 Royal Enfield 350cc Bullet, s/arm.
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£85—1952 Norton 500cc ES2 springer.

COMBINATIONS.

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COMERFORDS.—New Austin A35, Ford Popular, Heinkel, Messerschmitt, Bond, Reliant; m/cs taken in exchanges.—Portsmouth Rd., Thames Ditton. Emberbrook 5531. [C1006

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'53	SUN 197 c.c., springer. Immaculate	£65
'48	MATCHLESS 350 c.c., teles., d/seat, alloy guards	£69
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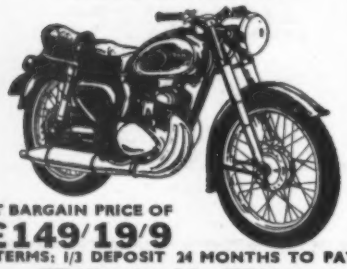

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COMERFORDS for A.C. Petite, new and second-hand; also Bond, Messerschmitt and Heinkel; exchanges; terms.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006

1955 A.C. Petite 350 saloon, grey, £225/10; 1956 model cream, as new, £269/10; ditto, red, £259/10; 1954, green, £169/10; terms, exchanges. —George Clarke Motors, 276, Brixton Hill, S.W.2. Tul. 3211. [C1019

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GODFREYS, Ltd., for Bond Minicar three-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display adverts. [C1052/R

KENT.—Distributors for Bond Minicar; delivery from stock.—E. G. Pritchard, Ltd., Chalkwell Rd., Sittingbourne. [0076/R

CLAUDE RYE, Ltd., for your new Bond Minicar; immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

£179/10.—1954 197cc 2-seater, green; terms, exchanges.—George Clarke, 275, High St., Acton, W.3. Acorn 6543. [C1018

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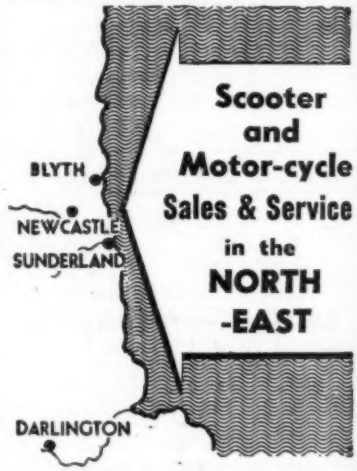

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BOND MINICARS, Lancashire's largest distributors, new and second-hand in stock; call to-day and drive away; exchange, h.p terms.—Loxham's Garages, Ltd., Motor Cycle Dept., Fishergate, Preston. Tel. 4242. [0523/R

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BOND 2-seater wanted privately, 1955-7.—Full details to Box 4770. [7306

ROWLAND SMITH'S, the Bond Minicar buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

BOND Mini wanted: cash or exchanges.—Ron McKenrie, 961 Chester Rd., Manchester, Longford. 100. [W1086

CLAUDE RYE urgently require Bond Minicar; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

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175 gns.—Gordon 1955 197cc 2-seater, electric starter, exceptional condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

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GODFREYS, Ltd., for Heinkel 3-wheeler at all depots includ. Bushwood Corner, E.11. See display advts. [C1052/R

WHITBYS of ACTON offer Heinkel Cabin Cruiser at old price of £379/15; exchanges, terms.—273, Acton Vale, London, W.3. She. 5355. [C1128

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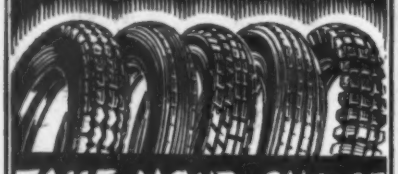

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COMERFORDS for Messerschmitts, new and second-hand.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006

1956 KR200, duo-tone grey, superb condition; £249/10; terms, exchanges.—George Clarke Motors, 276, Brixton Hill, S.W.2. Tul. 3211. [C1019

CLAUDE RYE, Ltd., for your new Messerschmitt immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

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3 MONTHS' written guarantee; h.p. terms and part exchanges.—407-419, High Rd., N.12. Tel. Finchley 0091-5. [C1044

N.W.10. Slocombes, Ltd., for your Reliant, the £5 tax car you can drive on a ☐ licence.—Willesden 4869/3934. [C1103

GEORGE CLARKE for your 1958 Reliant; instant h.p., exchanges.—275-9, High St., Acton, W.3. Acorn 6543. [C1018

GODFREYS, Ltd., for Reliant Regal 3-wheelers at all depots including Bushwood Corner, Leytonstone, E.11. See display advertisements. [C1052/R

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1955 Reliant Regal coupe, bargain; £259/10; terms, exchanges.—George Clarke Motors, 276, Brixton Hill, S.W.2. Tul. 3211. [C1019

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With reinforced webbing on back and leather mountings. These are not converted packs but genuine pannier bags. Size 14½ × 15 × 5in. Also heavy quality black, glossy P.V.C. Waterproof Bags 45/- pair.
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Tailor made in tubular steel for plunger or swinging arm models. Pair 47/6
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Less Magdyno and Carb. £4.0.0 Complete with Magdyno & Carb. £5.0.0
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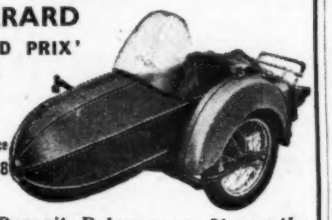

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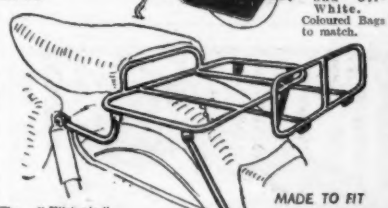

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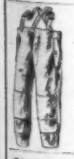

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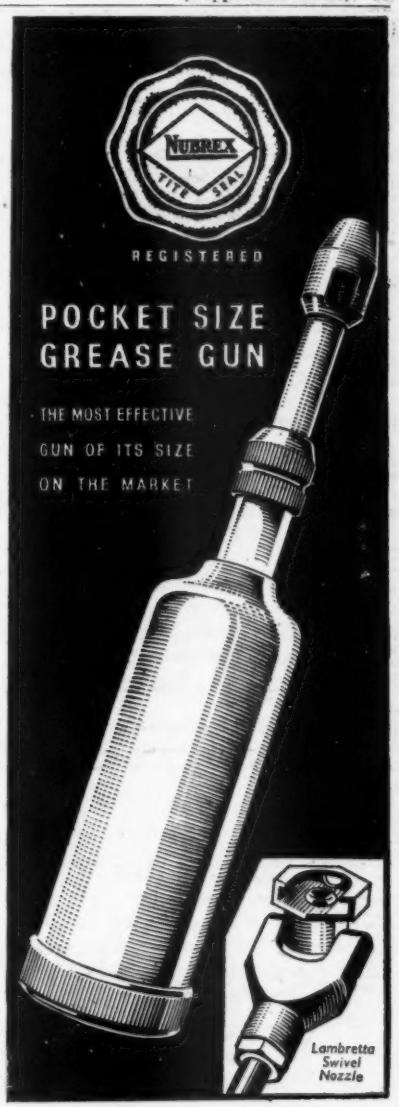

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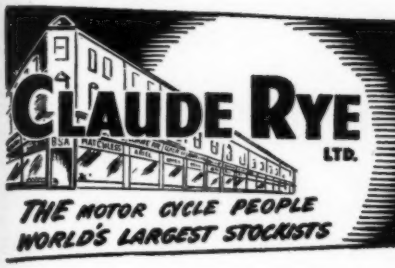

BARGAIN OF THE WEEK

BRAND NEW 1958
CANTERBURY
AVENGER Mk. 2 DOUBLE ADULT SALOON BODY
FITTED TO 1951 500 c.c. SPEED TWIN
TRIUMPH
ONLY **£145.10.0** COMPLETE
TERMS 1/3rd DEPOSIT. 24 MONTHS TO PAY.
3 MONTHS' GUARANTEE

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SOLOS	Cash Price
ARIEL, '49, 500 Twin, teles., d/seat, snip	£89 10
ARIEL, '52, 350 Red Hunter, s/frame, d/seat, c/bars	£85 10
ARIEL, '55, 200 Colt, s/frame, d/seat, etc.	£89 10
ARIEL, '52, 500 Twin, s/frame, d/seat, attractive	£89 10
ARIEL, '53, 350 Red Hunter, s/frame, d/seat, bargain	£99 10
ARIEL, '57, 200 Colt, d/seat, low mileage	£119 10
ARIEL, '54, 350 s/arm, d/seat, l/shields, attrastive	£125 10
ARIEL, '55/6, 350 Red Hunter, s/arm, screen, attractive	£135 10
ARIEL, '55, 500 Twin, s/arm, d/seat, attractive	£149 10
AMBASSADOR, '54, 225 s/arm, d/seat, l/shields	£89 10
A.J.S., '49, 350 O.H.V. teles., d/seat, bargain	£65 10
A.J.S., '52, 500 O.H.V., teles., pillion, nice condition	£89 10
A.J.S., '52, 500 s/arm, d/seat, attractive	£99 10
A.J.S., '53, 350 s/arm, d/seat, nice condition	£115 10
A.J.S., '53, 500 Twin, s/arm, d/seat, etc.	£135 10
A.J.S., '56/7, 350, 1 owner, super condition, taxed	£165 10
B.S.A., '52, 125, s/frame, d/seat, screen	£42 10
B.S.A., '54, 125 s/frame, c/bars, pillion, nice cond.	£57 10
B.S.A., '52, 250 O.H.V., s/frame, d/seat, attractive	£65 10
B.S.A., '55, 150 Major, s/frame, d/seat, etc.	£69 10
B.S.A., '51/2, 350 O.H.V., teles., s/frame, d/seat	£79 10
B.S.A., '52, 350 O.H.V., s/frame, d/seat, etc.	£85 10
B.S.A., '54, 250 O.H.V., s/frame, 4 speeds, d/seat	£85 10
B.S.A., '55, 250 O.H.V., s/frame, 4 speeds, d/seat	£89 10
B.S.A., '53, 350 O.H.V., s/frame, teles., d/seat	£99 10
B.S.A., '51, 650 s/frame, d/seat, attractive machine	£109 10
B.S.A., '53, 500 Star Twin, s/frame, d/seat, really nice	£119 10
B.S.A., '54, 350, s/frame, d/seat, most attractive	£119 10
B.S.A., '54, 500 O.H.V., s/arm, d/seat	£129 10
B.S.A., '53, 650 G/Flash, s/frame, d/seat, nice condition	£135 10
B.S.A., '57, 250 s/arm, l/shields, super condition	£135 10
B.S.A., '55, 350 B31, s/arm, attractive bargain	£139 10
B.S.A., '54, 650 A10, s/arm, d/seat, attractive	£149 10
B.S.A., '55, 650 Golden Flash, s/arm, d/seat, etc.	£159 10
B.S.A., '57, 350 B31, s/arm, d/seat, as new	£189 10
DOUGLAS, '51, 350 Mark 5, d/seat, blue and chrome	£69 10
DOUGLAS, '54, 350 Twin, d/seat, spring frame, etc.	£99 10
ENFIELD, '49, 350 O.H.V., teles., pillion, nice condition	£59 10
ENFIELD, '56, 150 s/frame, d/seat, low mileage, super	£69 10
ENFIELD, '53, 350 O.H.V., teles., d/seat, attractive	£75 10
ENFIELD, '57, 150 Ensign, s/frame, d/seat, as new	£85 10
ENFIELD, '52, 500 Twin, s/arm, d/seat	£99 10
ENFIELD, '54, 350 Bullet, s/arm, d/seat, etc.	£119 10
ENFIELD, '56, 350 Clipper, s/arm, d/seat	£129 10
ENFIELD, '56, 350 Bullet, s/arm, d/seat	£139 10
ENFIELD, '57, 500 Twin, only 1,900 miles	£209 10
EXCELSIOR, '54, 98 Consort, speedo, snip	£35 10
EXCELSIOR, '53, 150 Courier, s/frame, 4 speeds, ex cond.	£55 10
EXCELSIOR, '56, 98 c.c., 2 speed, s/frame, l/shields	£59 10
F. BARNETT, '54, 197, s/arm, d/seat	£59 10
F. BARNETT, '55, 197 s/arm, d/seat, etc.	£85 10
F. BARNETT, '55, 223 Cruiser, s/arm, attractive	£95 10
F. BARNETT, '56, 197 s/arm, l/shields, panniers	£105 10
INDIAN, '56, 250 S.V., s/arm, d/seat, etc.	£85 10
JAMES, '55, 98 c.c. Comet, s/frame, real bargain	£49 10
JAMES, '52/3, 197 teles., s/frame, pillion, battery	£55 10
JAMES, '56/7, 98 c.c. Comet, 1 owner, excellent cond.	£69 10
JAMES, '55, 197 s/arm, d/seat, etc.	£85 10
MATCHLESS, '50, 500 O.H.V., teles. d/seat c/bars etc.	£85 10
MATCHLESS, '52 500 s/arm d/seat nice machine	£99 10
MATCHLESS, '51, 500 Twin, s/arm, d/seat, bargain	£109 10
MATCHLESS, '53, 350 s/arm, d/seat, attractive	£109 10
MATCHLESS, '54, 350 s/arm, d/seat, beautiful cond.	£129 10
MATCHLESS, '55, 500 G80S, s/arm, really nice	£139 10
MATCHLESS, '56, 500 G9 Twin, low mileage, nice cond.	£199 10
MATCHLESS, '57, 500 G9 Twin, really super	£215 10
NORTON, '49, 500 E82, s/frame, d/seat, attractive	£69 10
NORTON, '53, 500 E82, s/arm, d/seat, absolute bargain	£109 10
NORTON, '56, 500 E82, s/arm l/shields, excellent cond.	£165 10
NORTON, '55 500 Model 88 s/arm ex condition	£169 10
NORTON, '56 500 Model 88 Twin, nice condition	£199 10
P & M, '49, 250 O.H.V., teles. 4-speed pillion	£45 10
P & M, '51 350 O.H.V., teles., pillion, attractive	£59 10
P & M, '56, 250 s/arm, d/seat, as new	£135 10
SUN, '52, 197, teles., s/frame, pillion, screen	£49 10
SUN, '55, 225, s/arm, d/seat, really nice cond.	£89 10
SUNBEAM '49, 500 88 Twin, d/seat, panniers	£75 10
SUNBEAM '52, 500 88 Twin, s/frame, d/seat, attractive	£119 10
SUNBEAM, '53, 500 87 de luxe, pillion, attractive	£125 10

SOLOS	Cash Price
TRIUMPH, '49, 350 Twin, d/seat, Avon Fairing	£89 10
TRIUMPH, '49, 500 Speed Twin, s/hub, d/seat, screen	£89 10
TRIUMPH, '54, 150 Terrier, s/frame d/seat, etc.	£75 10
TRIUMPH, '51, 350 Twin, s/hub, d/seat, bargain	£79 10
TRIUMPH, '55, 200 Cub, s/frame, d/seat, attractive	£89 10
TRIUMPH, '51, 650 Thunderbird, s/hub, d/seat	£99 10
TRIUMPH, '52, 500 Tiger 100, s/hub, dual seat, etc.	£109 10
TRIUMPH '52, 650 Thunderbird, s/hub, d/seat, bargain	£109 10
TRIUMPH, '53, 500 Speed Twin, Avon Fairing, s/hub etc	£119 10
TRIUMPH, '56, 500 Twin, s/arm, c/bars, panniers	£185 10
VELOCETTE, '50 LE Twin, exceptional condition	£49 10
VELOCETTE, '50, 350 MAC teles., d/seat, really nice	£65 10
VELOCETTE, '52, 200 Twin, s/arm, d/seat	£65 10
VELOCETTE, Oct. '56, LE 200, blue/grey, d/seat, ex. con	£129 10
VELOCETTE, '55, 500 M88, s/arm, d/seat, nice condition	£139 10
ZUNDAPP, '56, 200 c.c. teles., s/arm, d/seat	£119 10
ZUNDAPP, '57, 200 Pivot, front forks, as new	£149 10

1958 MODELS
MARVELLOUS RANGE

FOR IMMEDIATE DELIVERY IN THE FOLLOWING MAKES

MOTORCYCLES

A.J.S., ARIEL, AMBASSADOR, B.S.A., ENFIELD, EXCELSIOR, FRANCIS-BARNETT, JAMES, MATCHLESS, NORMAN, NORTON, NSU, MAX, PANTHER, SUNBEAM, T.W.N., VELOCETTE, ZUNDAPP.

SCOOTERS

ALBATROSS, B.S.A., BELLA, BINZ, DIANA, D.K.R., D.K.W., EXCELSIOR, ISO, DUNKLEY, HEINKEL, LAMBRETTA, MAICO, NSU, PIATTI, PROGRESS, T.W.N., VESPA, WABO.

MOPEDS

BINETTA, EXCELSIOR, HEINKEL, PERLE, KIEFT, LEOPARD, NORMAN, NEW HUDSON, NSU QUICKLY, ZUNDAPP, COMBINETTE.

SIDECARS

BLACKNELL, B.S.A., FUSMAR, CANTERBURY, GARRARD, NORTON, SWALLOW, SURREY, STREAMLINE, RANKIN, SUNBEAM, AND WATSONIAN.

THREE-WHEELERS AND LIGHT CARS

A.C. PETITE, BOND MINICAR, RELIANT, MESSERSCHMITT, HEINKEL, B.M.W., ISETTA, TOURETTE, GOGGOMOBIL.

THIS COUPON IS WORTH MONEY!

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ADDRESS .....

(M) .....

I HAVE A USED MACHINE I WOULD LIKE TO SELL/PART EXCHANGE.

MAKE ..... YEAR ..... MODEL .....

S.V. or O.H.V. ..... Spr. ..... Rigid .....

Solo or Comb. ..... c.c. .....

Make of s/car ..... Civvy or W.D. .....

Dyno ..... Tele ..... F/change .... Coil ....

Girder ..... Mileage ..... Appearance .....

Colour ..... Con. of tyres ..... I require £ .....

HOURS OF BUSINESS: 8.30 a.m. to 6 p.m. THURSDAYS 1 p.m.
NEAREST UNDERGROUND STATION, PUTNEY BRIDGE.
BUSES 14 and 96 PASS THE DOOR.

COMBINATIONS	Cash Price
ARIEL, '46, 1,000 c.c. Square Four, teles., pillion, Garrard two adult saloon, full door	£89 10
ARIEL, '51, 600 S.V., s/frame, pillion, etc., 2-seater saloon sidecar, real dependable bargain	£105 10
ARIEL, '53, 600 S.V., teles., screen, pillion, Watsonian saloon sidecar, with brake	£129 10
ARIEL, '55, 500 Red Hunter, s/arm, d/seat, New 1958 Rankin 2-seater saloon body	£195 10
B.S.A., '46, 500 S.V. (Not W.D.), d/seat, screen, 2-seater saloon sidecar, real snip	£49 10
B.S.A., '50, 500 c.c. Star Twin, s/frame, d/seat, Garrard 890 Coupe, attractive outfit	£130 10
B.S.A., '55, 600 S.V. M21, Watsonian large 2-seater saloon, most attractive outfit	£185 10
B.S.A., '53, 650 A10, s/frame, d/seat, new matching B.S.A. 2-seater saloon	£225 10
ENFIELD, '51, 500 O.H.V. teles., pillion, screen, really nice Streamline 2-seater saloon sidecar	£90 10
JAMES, '55, 225, s/arm, d/seat, screen, Watsonian Eton lightweight saloon sidecar	£129 10
NORTON, '49, 500 E82, s/frame, pillion, Watsonian Avon sidecar, attractive bargain	£95 10
NORTON, '51, 600 S.V., pillion, large 2-seater saloon, bargain	£115 10
NORTON, '51, 500 Twin, s/frame, pillion, Watsonian 2-seater, saloon sidecar	£119 10
PANTHER, '50, 600 O.H.V., teles., dual seat, Watsonian 2-seater saloon	£80 10
TRIUMPH, '51, 500 Speed Twin, d/seat, 1957 Swallow 2-seater, saloon body, real snip	£119 10
TRIUMPH, '54, 650 Thunderbird, s/hub, Swallow Jet 80 Sports coupe, superb	£200 10

SCOOTERS, MOPEDS, THREE-WHEELERS AND CARS	Cash Price
BELLA, '55, 150 screen, pillion, carrier, mirror	£100 10
BELLA, '55, 200 d/seat, red finish, attractive	£119 10
BELLA, '57, 150 self starter, screen, as new	£155 10
BELLA, '56, 200 d/seat, self starter, attractive	£155 10
BELLA, '57, 200 self starter, screen, immaculate cond.	£175 10
BINETTA, '57, 50 c.c. 2-speeds, s/frame, speedo	£49 10
DAYTON, '57, 225 Albatross, really nice condition	£165 10
DAYTON, '57, 250 Twin, only 700 miles, perfect	£205 10
KIEFT, '56, 200 self starter, spare wheel, 2,000 miles	£169 10
LAMBRETTA, '54, 125 pillion, carrier, nice condition	£89 10
LAMBRETTA, '55, 150 pillion, carrier screen, etc.	£105 10
LAMBRETTA, '56, 150 pillion, carrier, s/wheel, screen	£119 10
LAMBRETTA, '57, 150 screen, pillion, carrier maroon	£129 10
LAMBRETTA, '57 150 Mark 2 pillion carrier, bags	£135 10
LAMBRETTA, '57, 150 Mark III, spare wheel, carrier	£139 10
LEOPARD, '57, 50 c.c. Bobby 6, 2-seater screen	£69 10
MERCURY, '57, Hermes, scooterette, screen	£59 10
MOTOBECANE, '55/6, 125 screen, pillion, spare wheel	£89 10
NORMAN '56, 50 c.c., Nippy, speedo, l/shields, panniers	£45 10
PHILLIPS, '56, 50 c.c., 2-speed, as new	£39 10
PIATTI, '56/7, 125 spare wheel, screen, carrier	£99 10
PIATTI, '57, 125 screen, spare wheel, as new	£109 10
PRIMA, '56/7, 150 spare wheel, screen, low mileage	£159 10
PRIMA, '57, 150 spare wheel, low mileage, super	£179 10
PROGRESS, '56, 200 screen, d/seat, 1 owner	£149 10
RUMI, '56 125 Twin, pillion, nice condition	£95 10
T.W.N., '57, 125 Tessy de luxe, only 110 miles	£149 10
T.W.N., '57, 200 Contessa, screen, carrier, 2,000 miles	£189 10
VESPA, '53, 125 screen pillion attractive	£65 10
VESPA, '55, 125 pillion, carrier, screen	£89 10
VESPA, '56, 125 dual seat, spare wheel, etc.	£109 10
VESPA, '57, 150 Continental, screen, pillion	£135 10
VESPA, '56, 150 Grand Sports, screen, c/bars, ex.cond.	£139 10
VESTING, '57, 50 c.c. Moped, s/arm, d/seat	£69 10
VICTORIA, '57, 50 c.c. Scooterette, screen, low mileage	£59 10
ZUNDAPP, '57, 50 c.c. Combinette, 2-speed, s/frame	£49 10
BELLA, '56/7 200 self starter, Steib sidecar	£189 10
A.C., '57, 250 Petite, spare wheel, only 1,000 miles	£319 10
BOND, '56, 197 2-seater, 1 owner, blue finish	£199 10
BOND, '57, 197 Hardtop, self starter, nice condition	£275 10
GOGGOMOBIL, '57, 293 Twin, spare wheel as new	£429 10
HEINKEL, '57, 175 saloon, spare wheel, heater, 2,000 m.	£349 10
MESSERSCHMITT, '57, K R200, heater, superb condition	£369 10

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Introducing THE NEW Varley MOTOR CYCLE BATTERY

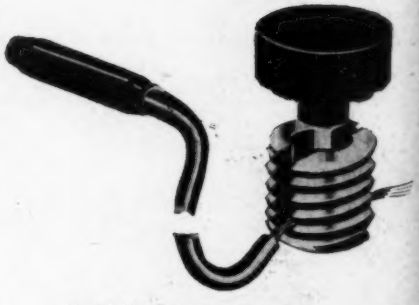
QUICK-FIX CORROSION-PROOF TERMINAL

NEGATIVE PLATE

POROUS SEPARATOR

POSITIVE PLATE

Cut section drawing showing the "Varley" patented principle of supported active material forming a solid block.



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★ **For All Machines Including A.V.C. Models.**

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"A Varley Battery was used in our round-the-world tour of 26,000 miles. After we had pitched camp each night, often by the light of the headlamp, we would rig up our extension lamp to enable us to see to cook and write our diaries and letters: so the battery was used considerably. Quite often we would fall off our machine owing to soft going and our heavy loads, but with our Varley Battery, we never had to worry about spilled acid. Thank you Varley for your very good product, and you can be sure that we will use a Varley on any future trip we make."

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